


MASON'S
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Hongkong Daily Press

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No. 21,998 號捌拾玖百玖仟壹萬貳第 日陸初月式拾辰戊 HONG KONG, WEDNESDAY, JANUARY 16th, 1929. 叁拜禮 日陸拾月壹年九廿百九仟壹英 PRICE: \$3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

UP TRAINS

STATIONS	No. 1 A.M.	No. 2 A.M.	No. 3 A.M.	No. 4 A.M.	No. 5 A.M.	No. 6 A.M.	No. 7 A.M.	No. 8 A.M.	No. 9 A.M.	No. 10 A.M.	No. 11 A.M.	No. 12 P.M.	No. 13 P.M.	No. 14 P.M.	No. 15 P.M.	No. 16 P.M.	No. 17 P.M.	No. 18 P.M.	No. 19 P.M.	No. 20 P.M.	No. 21 P.M.	No. 22 P.M.	No. 23 P.M.	No. 24 P.M.
Kowloon Dep.	6.40	8.05	9.30	10.55	12.20	1.45	3.10	4.35	5.60	6.85	8.10	9.35	10.60	11.85	1.10	2.35	3.60	4.85	6.10	7.35	8.60	9.85	11.10	12.35
Yau Ma Tei Dep.	6.49	8.14	9.39	11.04	12.29	1.54	3.19	4.44	5.69	6.94	8.19	9.44	10.69	11.94	1.19	2.44	3.69	4.94	6.19	7.44	8.69	9.94	11.19	12.44
Shatin Dep.	7.01	8.26	9.51	11.16	12.41	2.06	3.31	4.56	5.81	7.06	8.31	9.56	10.81	12.06	1.31	2.56	4.11	5.36	6.61	7.86	9.11	10.36	11.61	12.86
Tai Po Dep.	7.15	8.40	10.05	11.30	12.55	2.20	3.45	4.70	5.95	7.20	8.45	9.70	10.95	12.20	1.45	3.00	4.25	5.50	6.75	8.00	9.25	10.50	11.75	13.00
Ma On Shan Dep.	7.20	8.45	10.10	11.35	13.00	2.25	3.50	4.75	6.00	7.25	8.50	9.75	11.00	12.25	1.50	3.15	4.40	5.65	6.90	8.15	9.40	10.65	11.90	13.15
Shenzhen Dep.	7.30	8.55	10.20	11.45	13.10	2.35	4.00	4.85	6.10	7.35	8.60	9.85	11.10	12.35	2.00	3.25	4.50	5.75	7.00	8.25	9.50	10.75	12.00	13.25
Shenzhen Arr.	7.35	9.00	10.25	11.50	13.15	2.40	4.05	4.90	6.15	7.40	8.65	9.90	11.15	12.40	2.05	3.30	4.55	5.80	7.05	8.30	9.55	10.80	12.05	13.30
Shenzhen Dep.	7.45	9.10	10.35	12.00	13.25	2.50	4.15	5.00	6.25	7.50	8.75	10.00	11.25	12.50	2.15	3.40	4.65	5.90	7.15	8.40	9.65	10.90	12.15	13.40
Shenzhen Arr.	7.50	9.15	10.40	12.05	13.30	2.55	4.20	5.05	6.30	7.55	8.80	10.05	11.30	12.55	2.20	3.45	4.70	5.95	7.20	8.45	9.70	10.95	12.20	13.45
Canton Arr.	7.55	9.20	10.45	12.10	13.35	3.00	4.25	5.10	6.35	7.60	8.85	10.10	11.35	12.60	2.25	3.50	4.75	6.00	7.25	8.50	9.75	11.00	12.25	13.50

DOWN TRAINS

STATIONS	O													E	
	No.1 A.M.	No.3 A.M.	No.11 A.M.	No.7 A.M.	No.5 A.M.	No.14 A.M.	No.17 P.M.	No.19 P.M.	No.21 P.M.	No.23 P.M.	No.13 P.M.	No.15 P.M.	No.18 P.M.		
Canton ...Dep.	-	-	-	-	8.10	-	-	-	-	-	-	8.25	-		
Shamshui...Dep.	7.18	9.05	10.01	10.35	11.27	1.44	3.09	4.39	5.47	6.18	-	6.40	6.50		
Shamshui...Dep.	7.25	9.12	-	10.48	-	1.53	3.15	4.45	5.54	6.25	-	-	6.57		
Fanning ...Dep.	7.50	9.16	-	10.47	-	12.03	3.20	4.50	5.58	-	-	-	-		
TaipeiMarketDep.	7.40	8.26	-	10.57	-	12.11	3.31	5.03	6.06	-	-	-	-		
Taipei ...Dep.	7.44	8.31	10.34	11.01	-	12.15	3.35	5.07	6.10	-	-	-	-		
Shichang ...Dep.	7.11	8.56	-	11.14	-	12.30	3.49	5.17	6.23	-	-	-	-		
Shichang ...Dep.	7.11	8.56	-	11.26	-	12.43	4.01	5.29	6.35	-	-	-	-		
Rowdon ...Arr.	8.17	9.03	11.02	11.32	12.07	12.49	4.07	5.35	6.44	7.00	7.20	7.32	7.32		

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HONG KONG.

Money and Markets

HONG KONG MARKET REPORTS.

Quotations at yesterday's local market for rice, sugar and other foodstuffs were as follows:-

Rice.	Per Picul.
Green Three Stars	87.13
Black Seal White Bran	3.98
Green Dragon White	8.68
No. 1 White Broken	8.37
No. 3 White Broken	3.65
Red Dragon White	7.13
White Line Glutinous	7.91
Green Seal Glutinous	6.37
Red Seal Glutinous	6.33
Red Pearl White Brewer	6.55
Green Seal Old Brewer	6.48
Blue Seal No. 1 Broken	6.18
Blue Seal No. 2 Broken	5.98
Sugar.	Per Picul.
No. 18 coarse powdered	87.38
No. 20 coarse powdered	7.43
No. 24 coarse powdered	7.58
Miscellaneous.	Per Picul.
Wood Oil	831.30
Red Melon Seeds	23.00
White Grapes	33.00

LOCAL BUSINESS IN RUBBER SHOES.

50,000 PAIRS A MONTH.

It may surprise the average men in the street to know that the Colony buys no less than 50,000 pairs of rubber soled shoes monthly. This commodity enjoys a brisk market in these days of trade depression and while other lines are suffering a set-back, rubber shoes are selling.

In an interview with the agent of the Singapore "rubber king," Mr. Chan Kah Koe, a *Daily Press* representative was informed that they alone sell between 30,000 to 35,000 pairs of shoes monthly in Hong Kong. Then there are the American, Japanese and local made rubber shoes to contend with, but the first named product have a very small share of the business owing to their prohibitive prices, while Japanese and locally made shoes are of an inferior quality, and though cheaper than the ones from Singapore, they find a small market.

No duty is paid on this commodity, and the Singapore shoes, which are of good rubber, are sold at from \$1.50 to \$1.70 per pair. Local shoes, which are being sold at 80 cents to \$1 are mostly made of old rubber. They do not stand the wear and tear so well as the imported ones from Singapore. American made rubber shoes are sold at anything from \$2.50 to \$4 per pair.

The yearly turn-over of the Chan Kah Koe firm in Hong Kong amounts to over \$1,500,000. This big concern has about eighty branches throughout the world, and in addition to rubber shoes, motor-car tyres are also manufactured. These tyres have recently been introduced to Hong Kong but they need to be well advertised before they will find a wide market here.

Available stocks of shoes in Hong Kong at any time exceed 100,000 pairs of different sizes and qualities, and a constant stream of consignments regularly comes in.

One reason which may account for the success of this line of goods in the Colony is the fact that Chinese cloth shoes are being sold at about \$1.30 per pair, and it is cheaper to wear rubber soled shoes, and that the Chinese are wearing them can be seen at any time in the streets.

Sandal wood is a sweet-smelling wood grown chiefly in Australia, the Malabar Coast of India and the islands of East Indian Archipelago. It is used as a perfume, in medicine, and is manufactured into light articles of furniture and put to a great variety of uses. Australian sandal wood is the best and considerable quantities are received here for transshipment. There is a smaller trade in the Indian product which is not quite of the same standard. Business in this line amounts to \$4,000,000 annually of which about 80 per cent. is from Australia and the remainder from India and the East Indies.

According to a well-known merchant, the present condition of sandal wood market is satisfactory from the local point of view. The trade is chiefly in the hands of European firms who send consignments to the North and South ports of China and also to Yangtze ports. Prices have steadily advanced in recent years and the present market price is \$30 per picul for the Australian product and \$20 or \$25 a picul for the Indian.

HONGKONG COAL IMPORTS.

FLOURISHING BUSINESS IN HONG KONG.

In our issue of January 12th, under the heading "Increased Demand for Indian Coal," there were some references to French coal which were inaccurate. A correspondent kindly draws attention to these errors.

First of all, there are no imports of coal from France, but from French Indo-China, which is much nearer the local market. The coal imported is a semi-anthracite coal of very good quality indeed, and the principal collieries, the Hongkong mines, of which the Société Française des Charbonnages du Tonkin are the owners, have an agent in Hong Kong.

Messrs. Jardine Matheson are importers of Hongkong coal, and seem to be quite satisfied with it, but it would be an error to believe that they are sole importers of coal from French Indo-China. Messrs. Butterfield & Swire use it both for the China Navigation Co. and the Tai-koo Sugar Refining Co. The Hong Kong Electric Co., the Green Island Cement Co. are also very large consumers of Hongkong coal, and what proves the favour in which this coal is held is the tonnage marketed in Hong Kong and Canton, which amounts to over 100,000 tons per year for Hongkong coal only, not including the coal from smaller mines.

CANTON MARKET REPORTS.

Quotations at Monday's market for rice, sugar, flour and oil were as follows:-

Rice.	Per Picul.
Ching Wo Fung	89.68
Green Lion	8.85
Red Lion	9.74
New Moon	9.74
Three Marks	9.45
Blue Lion	10.05
Hung To	9.98
Elephant	9.30
Red Bird	8.90
Chai Mi	11.20
Pak Hok	10.58
See Mei	10.45
Sugar.	Per Picul.
No. 2 coarse powdered	88.40
No. 3 coarse powdered	8.10
No. 20 coarse powdered	8.20
No. 1 Granulated	10.80
No. 1 Fine Granulated	10.80
Waichow White	8.70
Spring Candy	10.20
Sang Mor Native	8.00
Flour.	Per Bag.
Man-of-War	\$4.05
Sword of Kwantai	4.20
Silver Seal	4.05
Cannon	4.80
Banana	4.15
Cabbage	4.40
Cheung Luk	4.15
Dalton	4.08
Maize	4.25
Dog's Head	4.50
Oil.	Per Picul.
Groundnut Oil	25.30
Fanchi	25.30
Min How	25.30
Honan	25.20
Tientsin	24.80
Dairen	27.00
Kwangsi Wood	28.40
Kwangsi Tea Seed	20.50

CANTON COTTON YARN MARKET.

Business in cotton yarn on the 14th instant at Canton market showed a little improvement and some large transactions were done with Sikiang buyers, but stocks were still scarce and prices advanced two dollars a bale.

Quotations done at Monday's market for cotton yarn were as follows:-

No.	Per Bale.
42 Five Sons	8884
Fui Hi	524
Butterfly	523
No. 32 Pine Deer	475
Cheung Hi	468
Tin Koon	488
No. 20 City of Gold	324
Globe	319
Good Harvest	315
Double Horse	310
Tin Koon	320
Cheung Hi	319
Tramcar	308
Man Clock	312
Shepherd	301
Three Stars	308
Fui Kwal	291
No. 18 Globe	290
No. 12 City of Gold	280
Peacock	280
Fui Kwal	275
Tramcar	270
Aeroplane	275
Pretty Damsel	263
No. 10 Sailing Vessel	258
Peacock	255
City of Gold	254
No. 6 Lion	208
Hut How	204

CANTON STOCK EXCHANGE.

LATEST QUOTATIONS.

Water Works	83.05
Electric Power Co.	5.10
Canton-Hankow Railway	0.50
The Sun Company	6.90
Sincere Company	9.70
Nanyang Bros. Tob. Co.	4.30
Canton Tramways	2.60
China Merchant S.S. Nav. Co.	8.50
Central Bank	4.53

CANTON KEROSENE OIL.

LATEST QUOTATIONS.

New Comet	87.70
Balance	7.50
Hang Fuk	7.90
Eagle	7.10
Sheung Hi	7.20
Day Break	7.20

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

RUPEY, Jan. 14th.	
Paris	134.15
New York	4.53 3/32
Brussels	34.80
Geneva	23.35
Amsterdam	12.03
Milan	92.73
Berlin	20.415
Stockholm	13.13
Copenhagen	13.13
Oslo	13.14
Vienna	34.453
Prague	133
Helsingfors	192
Madrid	29.71
Lisbon	109
Athens	375
Bucharest	808
Rio	5 29/32
Buenos Aires	47
Bombay	1/8 1/32
Shanghai	2/7
Hong Kong	2/04
Yokohama	1/10 13/32
Silver (spot)	23 7/16
Silver (forward)	24

HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

JANUARY 15th, 1929.	
R.M. Banks	\$1,355 buy, 1,355 m.
Do.	London \$148 m.
Chartered Banks	\$224 buy.
Mercantile Banks, A. & B.	\$234 nom.
Do.	\$144 nom.
P. & O. Banks	\$294 nom.
East Asia Banks	\$284 buy.
Canton Insurance	\$274 buy.
Union Insurance	\$270 buy.
North China Ins.	Tls. 160 buy.
Yangtze Insurance	M. \$50 nom.
China Underwriters	\$230 buy.
China Fire Insurance	\$230 buy.
Hong Kong Fire Ins.	\$786 m.
Douglases	\$354 nom.
H.K. Steamboats	\$234 sel.
H.K. Tugs	\$140 nom.
Indo-China Ste.	\$450 buy.
Do. (Det.)	\$90 buy.
Shell Transport	\$118 nom.
Union Waterboats	\$340 buy.
Benguet	\$340 buy.
Kailan Mining Admin.	70 buy.
Langkai (combined)	Tls. 19.60 nom.
Do. (single)	Tls. 13 nom.
S'hai Explorations	Tls. 2.90 nom.
Shanghai Loans	Tls. 3 buy.
Banbi	\$51 sel.
Trench Mines	17/6 nom.
H.K. & W. Wharfs	\$131 nom.
H.K. & W. Docks	\$140 buy, 41 m.
China Provident	\$15 buy, 54 sel.
Hongkong	Tls. 153 buy.
New Singapore	Tls. 34 nom.
Shanghai Docks	Tls. 106 buy.
Ewo Cottons	Tls. 13.30 nom.
Oriental Cottons	Tls. 2.30 nom.
S'hai Cottons (old)	Tls. 634 buy.
Do. (new)	Tls. 32 buy.
H.K. & S. Hotels	\$930 buy.
H.K. Lands	\$444 buy.
Shanghai Lands	Tls. 165 buy.
Shanghai Estates	\$1480 buy.
H.K. Bonds	\$830 buy.
H.K. Tramways	\$204 buy, 20.65/70 m.
Peak Trams (old)	\$13 sel.
Do. (new)	\$630 nom.
Star Ferries	\$734 buy, 74 m.
China Lights	\$124 sel. & m.
H.K. Electric (old)	\$54 buy.
Do. (new)	\$524 buy, 53 m.
Miao Electric	\$184 buy.

(Continued on next column.)

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FILM
"THE BIRTH OF
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AT THE
**WORLD
TO-DAY**
Promptly At 11 a.m.

Sandakan Lights	\$5 nom.
Telephone (old)	\$7 buy.
Do. (new)	\$8.50 buy.
China Bonds	Tls. 114 buy.
Singapore Treasuries	17/6 buy, 13/3 sel.
Do. (Det.)	17/6 buy, 13/3 sel.
China Sugars	\$80 m. nom.
Malayan Sugars	\$234 buy.
Canton Iron	\$234 buy.
Cements (combined)	\$10.10 sel.
Do. (old)	\$7.20 nom.
Do. (new)	\$14 buy.
H.K. Ropes (old)	\$7.50 nom.
Do. (new)	\$7.50 sel.
United Asbestos	\$5 nom.
Dairy Farms	\$21 sel.
Watsons	\$13.30 sel.
Der A Wings	\$50 m. buy.
Lane Crawford	\$3.05 nom.
Mackintoshes	\$20 nom.
Sinners	\$34 buy.
Wm. Powell	\$3.65 nom.
H.K. Amusement	\$14 nom.
B'qua Indus. G.S. Bonds	\$9 m. buy.
H.K. Govt. Loans	\$5 prom. sel.
buy—buyers; sel—sellers; m—sales; nom—nominal.	

Some of the Feature Numbers from the JANUARY list of VICTOR RECORDS

Here's a great start for the new year. Music to please everybody. Popular ditties of the hour. Smooth dance music with a wallop in every rhythm. Several selections of the more serious music. You'll be missing something if you fail to hear these January Victor releases. Plan to visit us soon!

INSTRUMENTAL AND VOCAL RECORDS

Christmas Hymns and Carols—No. 3 Hark! the Herald Angels Sing—Chris- tians, Awake—Holy Night—Oh Little Town of Bethlehem—Hallelujah	Three Shades of Blue Suite—Part 1 Indigo (Grofé) Three Shades of Blue Suite—Part 2 Alto Blue—Heliostrophe (Grofé) PAUL WHITEMAN AND HIS CONCERT ORCHESTRA No. 35952, 12-inch
Christmas Hymns and Carols—No. 4 Calm on the Listening Ear—It Came Upon the Midnight Clear—Nearer Sion of Bethlehem—Oh Come All Ye Faithful	Twisting the Dials—Part 1 and Part 2 THE HAPPINESS BOYS No. 35953, 12-inch
Prelude in C Sharp Minor (Rachmaninoff, Op. 2, No. 2) Prelude in G Minor (Rachmaninoff, Op. 23, No. 5) VICTOR CONCERT ORCHESTRA No. 35951, 12-inch	My Little Old Home Down in New Orleans With Guitar Dear Old Sunny South by the Sea With Guitars JIMMIE RODGERS No. 21574, 10-inch

POPULAR DANCE AND VOCAL RECORDS

Sonny Boy (Theme song of the motion picture production, <i>The Singing Fool</i>) Jeanette I Dream of Lilac Time (Theme song of the motion picture pro- duction, <i>Lilac Time</i>)	I'll Get By As Long As I Have You Fox Trot With Vocal Refrain LEVING AARONSON'S COMMANDERS Sleep Baby Sleep With Vocal Refrain EDWIN J. MCENELLY'S ORCHESTRA No. 21785, 10-inch
Cross Roads (from the Metro-Goldwyn- Mayer picture, <i>Show People</i>) Marie (from the United Artists picture, <i>The Awakening</i>) (Berlin) FRANKLYN BAUR No. 21787, 10-inch	Shreveport—Stomp Shoe Shiner's Drag—Slow Blues JELLY-ROLL MONTON'S RED HOT PEPPERS No. 21658, 10-inch
Sonny Boy (from Warner Bros. picture, <i>The Singing Fool</i>) She's Funny That Way—I Got a Woman, Crazy for Me GENE AUSTIN No. 21779, 10-inch	I Found You "Out" When I Found You "In" Somebody Else's Arms Fox Trot With Vocal Refrain THE WEEMES AND HIS ORCHESTRA Take Your Tomorrow (And Give Me Today)—Fox Trot With Vocal Refrain EDWIN J. MCENELLY'S ORCHESTRA No. 21773, 10-inch
Dusky Stevedore Blue Shadows (from Earl Carroll's Varieties) THE REVELERS No. 21765, 10-inch	Another Kiss—Waltz (from Paramount picture, <i>Manhattan Cocktail</i>) With Vocal Refrain THE TROUBADOURS Gotta Be Good—Fox Trot (from Paramount picture, <i>Manhattan Cocktail</i>) With Vocal Refrain NAT SHULKET AND THE VICTOR ORCHESTRA No. 21772, 10-inch
There's a Rainbow 'Round My Shoulder (from Warner Bros. picture, <i>The Singing Fool</i>) Happy Days and Lonely Nights JOHNNY MARVIN No. 21780, 10-inch	Oh! You Sweet Old Whatcha May Call It Fox Trot With Vocal Refrain My Scandinavian Gal (By Yumpin' Yuminy)—Fox Trot With Vocal Refrain LEVING AARONSON'S COMMANDERS No. 21776, 10-inch
Pompomelo—Fox Trot (from the musical comedy, <i>Three Cheers</i>) With Vocal Chorus Maybe This Is Love—Fox Trot (from the musical comedy, <i>Three Cheers</i>) With Vocal Refrain WARREN'S PENNSYLVANIANS No. 21788, 10-inch	Upe-a-Daisy!—Fox Trot (from the musical comedy, <i>Upe-a-Daisy!</i>) With Vocal Chorus Will You Remember? Will You Forget? Fox Trot (from the musical comedy, <i>Upe-a-Daisy!</i>) With Vocal Refrain VICTOR ARDEN No. 21774, 10-inch
Say That You Love Me—Fox Trot (from the musical comedy, <i>Hello Yourself!</i>) With Vocal Refrain I Want the World to Know—Fox Trot (from the musical comedy, <i>Hello Yourself!</i>) With Vocal Refrain WARREN'S PENNSYLVANIANS No. 21783, 10-inch	Just a Sweetheart—Fox Trot (from the motion picture production, <i>The Battle of the Sexes</i>) With Vocal Refrain NAT SHULKET AND THE VICTOR ORCHESTRA Was It Love?—Waltz With Vocal Refrain THE TROUBADOURS No. 21771, 10-inch



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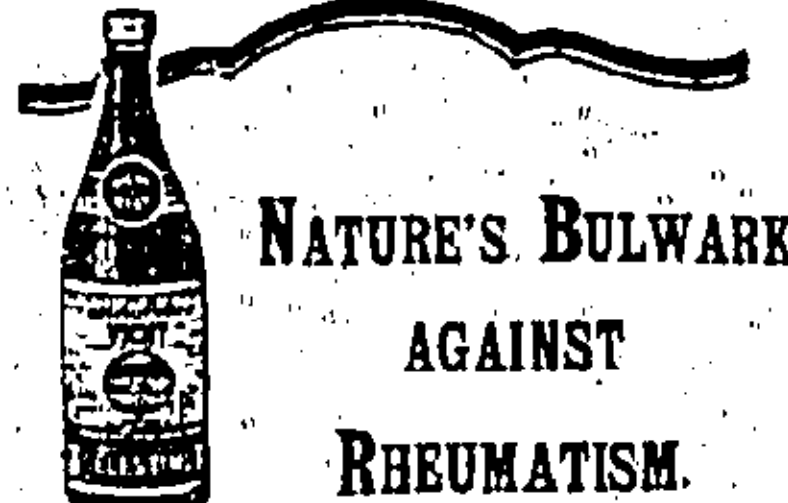
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WEDNESDAY, January 16th

"GETTING MARRIED"

THURSDAY, January 17th

"THE DOCTOR'S DILEMMA"

FRIDAY, January 18th

"YOU NEVER CAN TELL"

SATURDAY, January 19th

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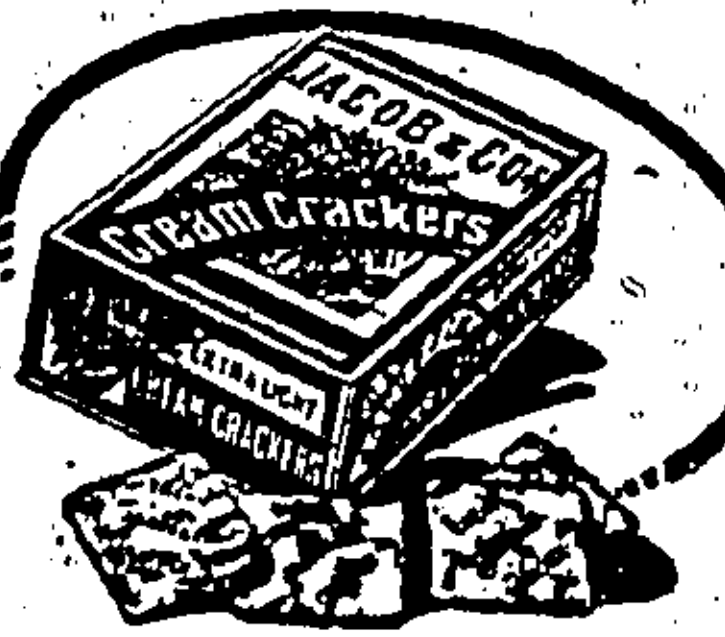
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MONEY & MARKETS.

SHANGHAI MARKET REPORT.

STRONG DEMAND FOR PIECE GOODS.

PRODUCE MARKET REMAINS DULL.

Shanghai, January 15th.—Again the feature of the week is the continued pleasing state of the Piece Goods Market. The Yuenfong auction, which is the first sale for payment after China New Year, totalled 600 packages and the general tone throughout was very satisfactory. Quite large quantities of Black Italian wools were absorbed very readily.

In places, Venetians were a little bit stronger but prices generally still are inclined to fall. These goods really constitute the only weak feature in the market at present.

Improvement in the prices for Grey Shirtings still continues and the rise has been very gradual and steady indeed, since the middle of November. Whites seem to have taken a distinct turn for the better and practically all qualities—whether Korean specialties or regular China qualities—have improved. The main strength for these goods still lies in Tientsin and Hankow.

White Lawns, after a weaker market last week, recovered about as much as they lost. Deliveries have improved and again the principal feature was the shipments to Hankow and Tientsin. There was also a small shipment to Korea which gives reason to hope that things are improving in that quarter. In conclusion, it can be said that there was a strong demand for all goods from all usual supporters.

The Kungping Auction. At the Kungping auction there was not the buoyancy expected and this was somewhat surprising as trade orders were not lacking—particularly for Greys and Whites. One reason suggested was, that, although extended payment was granted for the increased quantities offered, the due date for payment falls too early in China New Year and for this reason speculators were not as active as was anticipated.

Venetians, Twills and Velvets are now past their best season and are clearing slower. Quantities for these for a while must be reduced, otherwise prices will decline further.

Dealers' Conservative.

The market for blacks is quieter and fair supplies of Venetians and Twills offered and few buyers, even though holders are ready to concede one to two per cent. in prices. The spring fancies market shows more activity and larger sales could be made, but for the fact that dealers insist on cash sales. So often in the past they have been let down on forward sales when the trade demand in early China New Year did not come up to merchants' expectations.

Trade inquiry is general and Szechuan has again participated in purchases during the past week.

Yarn And Cotton.

There is very little change in Yarn on the local exchange but Cotton has declined about five mace for near positions and Tls. 1 for forward delivery. American Cotton is practically unchanged on the week. Clearances eased off considerably and dealers are not inclined to seriously discuss new business.

China Cotton.

In their weekly report on China Cotton and Yarn, Messrs. J. Spunt & Co. write:—

"If it were not for the fact of some of the local Mills having had to buy the raw material in small quantities to meet their most pressing requirements, our market during the past week could have been recorded as being practically lifeless, but toward the close it evinced an easier undertone. The decline registered ranges on the various grades between Tls. 0.50 to Tls. 1.00 per picul which is principally ascribable to the heavy increase in stocks locally and the very slow improvement in the demand either from Mills or Exporters. While the American and Indian markets continued in a more or less steady position, the weakness that is making itself felt in the domestic staple is also due to distress cotton being offered by a certain section of holders who have begun a timely preparation towards balancing up their settlements before the advent of the China New Year and as the time draws nearer to that important date, it is nothing but natural that we may experience for the time being a further decline in rates. We are, however, of the opinion that there will be recoveries some time after the China New Year festivities and would therefore advise that advantage be taken of current offerings of genuine grades at reasonable rates."

Yarn.

"Our market during the past week evinced very little variation in prices against those ruling during the previous period, with a

quite steady undertone at the close of the week. Business for export has been booked some 4,000 to 5,000 bales in all counts."

Silk.

The silk market remains quiet with very little business being brought to book. The Home markets are described as dull.

Metals.

There was some business done during the week in waste metals and prices remain more or less steady with little local demand. It is not expected that this market will show activity before China New Year.

Produce.

Apart from a certain activity in the Goat skin market there is little of interest to report. An improvement in demand generally was hoped for after the holidays but this has not yet taken place, and few transactions have been recorded. Goods are in short supply locally and consequently holders are asking prices well above the ideas of buyers abroad. There does not appear to be much likelihood of any change in the position until stocks accumulate.

AMERICAN SILK MARKET.

"ARTIFICIAL" AGAIN ACTIVE.

Information received from New York states that prices of raw silk in the American markets are apt to be unsteady. An unusual buoyancy has made buyers reluctant to make large purchases. An early drop in prices is anticipated although it is understood that local merchants are doing their best to prevent anything in the nature of a glut of Chinese produce from flooding the markets.

On the other hand, it is of interest to note that the recent stagnation experienced in connection with artificial silk has disappeared within the past few days and the market is again active.

Quotations are as follow:—
Japanese Raw Silk:
B Class (extra) 8.365
Extra Class 8.307
First Class 1.269
Italian Raw Silk:
Extra Class 8.135
Chinese Raw Silk:
Shanghai 8.307
Kwangtung 1.307
A cable received in Canton from Yokohama states that the Japanese market prices for Chinese raw silk are as follow:—
Manuany Delivery:
Forenoon 8.1346
Afternoon 1.354
May Delivery:
Forenoon 8.1344
Afternoon 1.354

THE WOMAN'S CORNER.

BRIGHTER HUSBANDS.

MEN'S MONSTROUS GARMENTS.

[BY A YOUNG WIFE.]

Do men's clothes irritate you? They irritate me; and I find the masculine attitude towards the subject simply infuriating; so pompous and complacent.

Watch a man and his wife dressing to go out to dinner; the woman puts on one garment, a light silken affair that is innocent of any form of fasteners and which is both convenient and pretty. She powders her nose, brushes her hair, slips on her frock, and she is ready—cool, comfortable and contented.

Not so her husband.

Too timid? For the last half an hour his room has gradually come to resemble a battlefield. The floor is strewn with casualties, boiled shirts that have become spoils in his frantic efforts to get into them, collar studs, white ties that have lost all their pristine crispness and look like bits of limp rag. Finally, after the taxi-cab has ticked up about half a crown at the front door, he staggers down the stairs, very hot, very cross, and incredibly uncomfortable.

Why do men stand it? Are they too lazy or perhaps too timid to rebel against these monstrous garments that convention foists upon them?

Utility Or Futility—Which? I think my chief source of irritation is that men's clothes fulfil no function, answer no purpose. I suggest the immediate scrapping of nearly every article of men's clothes, particularly tall-hats, stiff shirts, white waistcoats and ties. A suit could easily be designed that would be comfortable, rainproof, and practically everlasting.

It would have the new fasteners instead of the forty-three buttons I am told a man can count on his clothes as he dresses; it would be easily washed, and it would possess no complicated odds and ends, such as links and studs.

Men's clothes now-a-days have no redeeming points. No one could pretend that they are healthy—doctors pour out their souls daily in the newspapers, imploring their masculine readers to wear more hygienic clothing. Needless to say the doctors, being men themselves, take no steps to inaugurate healthier fashions.

(Continued at foot of next column.)

"ETERNITY" NECKLACES.

Necklaces composed of narrow silver rings set with diamonds, sapphires, or emeralds, in imitation of the popular "eternity" rings, are the newest trinkets shown for wear with evening frocks. Some of the necklaces are made with rings of coloured stones placed in alternate shades, and others have several jewelled rings with a large pearl placed at intervals in between.



Silver grey face cloth and grey fox fur make this lovely wrap for evening or afternoon wear.

Are they serviceable? Tall-hats that are ruined at a touch? White spats that show every spot of mud? Trousers suspended by braces that are in a constant state of insecurity? The list of utterly useless and impractical things would be endless.

PAINTED ORGANDIE FANS.

The old painted fans of muslin or silk have come into fashion in a new form. The latest fans being made of black organdie muslin with a bold design in brilliant oil-paint. One fan shows a pierrot and pierrette in vivid shades, and another has a Spanish lady, with her comb and the rings on her fingers dusted with silver paint.

THE DUTY OF BEING BEAUTIFUL.

A PLEA FOR "DECEITFUL WOMEN."

There are people who carp and cavil at the deceitfulness of women who use their own knowledge of line and the skill of dressmakers and tailors to delude the eye of the observer.

But why shouldn't they? Everybody, whatever their looks, can look their best or their worst, according to the steps they take in the matter.

As it is also true that everybody enjoys beauty when they meet it, it is only kind and courteous to the rest of the world to make the best of the looks at one's disposal.

Bound To Look Well.

Naturally the ideal thing to do is to keep oneself in the best shape of which one's proportions will allow, and then one's clothes are bound to look well. But there may be any number of reasons why this is impossible, and in this case it is both legitimate and altruistic to try to produce a stock size outline in spite of out size measurements. A great deal may be done in this direction by wearing coats and dresses with slenderizing lines: a great deal more may be done by holding the head up, the shoulders down, and the back straight; and the shape and comfort of the things which are worn beneath the frock are also immensely important.

IRIDESCENT BUTTON-HOLES.

Iridescent kid, similar to that used for shoes, makes attractive buttonholes for the tailor-made. The kid is made into small, flat flowers, like camellias, and these are placed together on a plain leather stalk to make small, stiff posies.

William Fox presents LOVE HUNGRY

He thought he knew all about the fair sex, because he wrote letters of advice to the love hungry. But he met a little show girl who made him confess that he knew nothing and married him!—SEE HOW!



AT THE **QUEEN'S** FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20.

A DRAMATIC STORY OF THE APACHE UNDERWORLD OF PARIS!

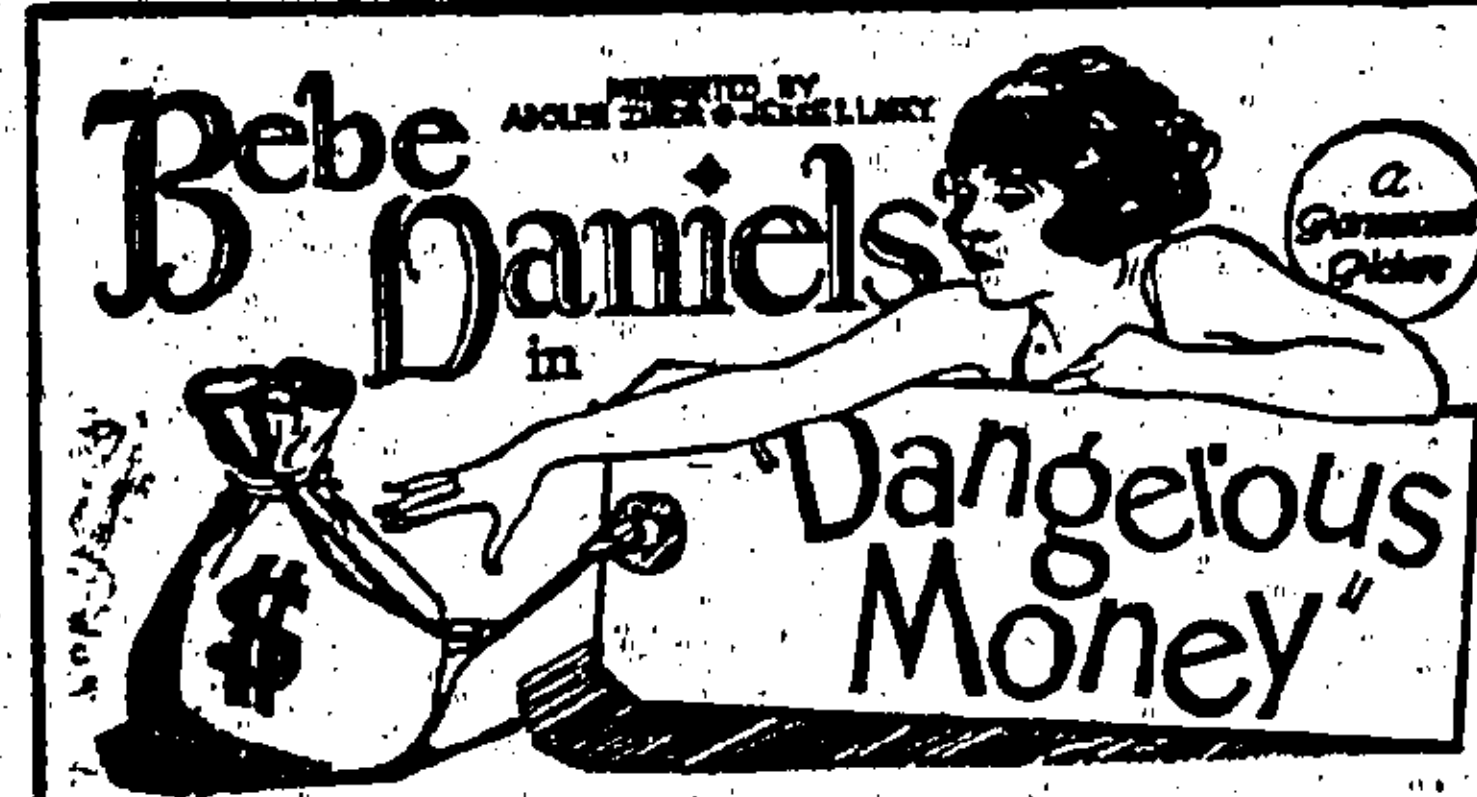
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IN THE HUMMING BIRD

AT THE **WORLD** FINAL SHOWINGS TO-DAY
At 5.15 & 9.20 only.

2.30 & 7.15—Chinese Picture, "The Spider."

LAUGHS! ROMANCE! THRILLS!



AT THE **STAR** FINAL SHOWINGS TO-DAY
At 5.15 & 9.20.

Hoarse?

Nothing Serious, but—

well, a warning that your throat needs attention

If your throat is inclined to be weak, if you are liable to get hoarse after one cigarette too many, or after prolonged talking, you will find "Allenburys' Glycerine and Black Currant Pastilles" a boon. Made only from the fresh juice of ripe black currants and pure glycerine, they are manufactured according to an old French recipe of the House. Keep a tin handy. They quickly relieve and soothe the throat and clear the voice, and they are as luscious as they are effective. They contain no harmful drugs, so they may be used as frequently as necessary with absolute safety.

Your Chemist stocks them.

Packed in distinctive tin box containing 4 ozs.

Allenburys
Glycerine & Black Currant PASTILLES



Allen & Hanbury Ltd.
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Plain cap uppers of soft pliable leather with new composition soles specially corrugated to grip on hard ground.

Just the shoe for present wear.

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MEN'S WEAR SPECIALISTS & Co. Ltd.
ALEXANDRA BUILDING. DES VOEUX ROAD

"King George IV" OLD SCOTCH WHISKY

OPENING AND CLOSING FACILITATED BY

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SPECIAL BARGAINS
IN
PULLOVERS
AND
SWEATERS

Must be Cleared

\$4.50 to \$25.50

GOLF HOSE

A splendid assortment of
Golf Hose in a great variety
of design, etc.

\$1.50 to \$7.50 PAIR

STOCK MUST BE CLEARED
CALL EARLY FOR BEST BARGAINS.

WHITEAWAY, LAIDLAW & CO., LTD.
HONG KONG.

FUNERAL OF MASTER HENRY PHILLIPS.

VICTIM OF KOWLOON BUS
ACCIDENT.

A SYMPATHETIC GATHERING.

The funeral of Henry Phillips, the eldest son of Inspector and Mrs. H. E. Phillips, of Kowloon City Police Station, who was knocked down and fatally injured by a motor bus on Monday, took place at the Protestant Cemetery, Happy Valley, yesterday afternoon, a large and sympathetic gathering being present. The Rev. G. T. Waldegrave conducted the service. Chief mourners were the parents, Inspector and Mrs. Phillips, the deceased lad's brothers and sisters, and Mrs. Evans. Among others present were Inspector and Mrs. D. W. Barnett, Mrs. H. J. Kelly and Mrs. G. Saunders, Chief Inspector Peter Grant, Mr. T. Murphy (Assistant Director of Criminal Intelligence), Inspector L. P. Lane, and Sub-Inspector J. Carey (Central Police Station); Inspector J. Ogg (Taimshatui); Sergeant F. H. Kelly (No. 2 Police Station); Sergeant W. Hynes (Bay View); Inspector Fallog and Sub-Inspector Cotton (Yamatui); Sergeant Armit (Kowloon City); Inspector H. J. Millington and Inspector S. Kelly (Sanitary Department).

There were also representatives from the Kai Tak aerodrome and the Navy, and detachments of police from the Indian and Chinese sections.

Floral Tributes.

Among the wreaths were the following: "From sorrowing Mum and Dad, brothers and sisters, granny, aunts and uncles in England; Betty, Charlie and Walter; Rossie and Margaret Ogg; Harry; Leslie, Victor and Hazel Millington; Tommy Suiter; Ronny Shad-bolt."

Mr. and Mrs. E. D. C. Wolfe, T. Murphy, A. Reynolds, D. MacDonald, E. J. Field and family, F. Booker and family, E. A. Vincent, A. H. Elston, G. C. Moss and family, George Wicheh, W. Shannon, E. G. Post, M. A. Grant and Merlyn, J. G. Hooper, G. Saunders, R. H. E. Marks, J. S. Dick and family, Povoril Wodehouse, W. A. Russell, J. Smith and Dorothy, W. Hynes, W. M. Armit, H. W. Fraser, A. J. Smith, J. Carey, B. Thorpe, S. Kelly, Clarke, Clark, D. W. Barnett, S. J. Clarke, Stinson and family, Peterson and family, S. G. Poole, P. Logan, Hopkins, Dudman, Cunningham, Swan, Subey, Hoare, Cargill, Millington, Hunt and family, Grady, Inspector P. Grant, Sub-Inspector A. H. Mason, Inspector Fallog and Sgt. Mottram, Messrs. E. W. Hamilton, W. S. T. Louey, F. H. Kelly, W. Ritchie, F. J. Clarke, M. Flaherty, H. Evans, Naughton, A. Rinch.

Single Sergeants' Mess, No. 2 Police Station; Traffic Staff, Central; Sergeants of Central Police Station; Royal Naval Yard Police; Chinese Detectives, Constables and Barrack Sergeant; Commanding Officer and Officers, Kai Tak; Other Ranks, Kai Tak; Sergeants, Kai Tak; Staff of the Kowloon Motor Bus Company; Staff and pupils of Kowloon Junior School; Sergeant-Major Warren, Dye Yuk Lan, Chiu Hang Cheung, Chan Him.

WHAT CHINA TRADE ENDURES.

BRITISH COMMERCIAL
COUNSELLOR'S
PICTURE.

BUT BIG CHANCE FOR
BRITISH GOODS.

Mr. H. E. Fox, Commercial Counsellor at the British Legation, Peking, gives an amusing account of conditions of life and commerce in China, in his report on the industrial and economic situation.

"No one," says Mr. Fox, "can live the best part of a lifetime in a country of such vast and unlimited possibilities as China without being an incurable optimist as to the future of the country and its people, but it must be admitted that the events of the past two years have made heavy drains on one's fund of optimism."

It would indeed seem that almost every ill that trade is heir to has lately descended on this unfortunate country. Yet a ray of hope seems to lie—and here the optimist reasserts himself—in the steering good sense of the Chinese people, especially the agricultural and merchant classes, their innate love of peace, carrying on in the face of apparently insurmountable obstacles, and in particular their ability to resume business as usual whenever they are given even the shortest breathing space."

(Continued on next Column).

CORRESPONDENCE.

A "KICK" FROM KOWLOON.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—On my way to the ferry this morning, I saw, outside the Kowloon post-office, a barrow blushing furiously. Evidently the vehicle felt embarrassed—and for why? Its brilliant scarlet complexion indicated deep distress, and I can only suppose that it felt ashamed to think that although Kowloon has come of age—as you put it—we have still got only a miserable shack as our post-office. I hope, the Honourable members for Kowloon, when they get an opportunity of addressing the Legislative Council, will make an earnest plea for a building which will not only be an architectural asset, but will give the postal staff and the public room to do their business in comfort. The present building is hopelessly inadequate for efficient service, and is no credit to a rapidly growing community.—Yours, etc.,

Kowloon, January 15th, 1929.

BIBLICAL QUESTIONS.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—In these days, when the Bible is made the butt of hostile criticism in so many quarters, it was refreshing to listen to the speeches delivered at the University Congregation on Monday evening, wherein Biblical expressions were freely made use of to the undoubted enhancement of their literary excellence. They were indeed a tribute to the fact that, even apart from its inestimable spiritual and moral value, in the realm of literature alone the Bible stands to-day, as it has always stood, pre-eminent.—Yours, etc.,

Hong Kong, Jan. 15th, 1929.

ANONYMITY IN CON- TROVERSY.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—The Reverend Father Joy accuses anonymous Rationalists of cowardice or insincerity or both. In point of fact, however, the reasons for anonymity may be such as would be defied by none but heroes, and heroes ready to face martyrdom (in this case, ready to face poverty for themselves and their families by loss of their positions or business if their views were widely and publicly proclaimed) are as rare among Rationalists as among those of other persuasions. Rationalism has indeed had its martyrs, but to demand readiness to face martyrdom as a test of conviction would have devastating effects in any body, and has never, so far as I know, been applied since the days of the Donatists.

The identity of the present writer and the reasons for his anonymity will be given, if he so desires, to the Reverend Father privately under a gentleman's agreement as to secrecy.

I have read the articles in the *Rock* dealing with the vagaries of Rationalism, and I should have answered them there had I known that my answers would be published. If the Reverend Father will see that any answer I make will be published in full in the *Rock*—as answers by Catholics are published in the *Literary Digest*—I shall be happy to send it. Will he?—Yours, etc.,

MILINDA.

Hong Kong, January 15th, 1929.

To the question "Is there a market in China for British goods?" Mr. Fox replies: "Undoubtedly there is, and a growing one—but one is obliged to add that, for the time being, the demand is restricted owing to the prevalence of civil war."

Giving details of China's requirements, Mr. Fox mentions that there is a steadily increasing demand for cheap but strong chassis and engines, "on which," he adds, "the Chinese construct nondescript bodies, for which oak wood planks, old kerosene tins, and enamelled tin-plate signboards come in very handy."

Considerable progress in radio telegraphy is noted, and on this subject the report adds: "The somewhat mysterious objection which the Chinese Government have hitherto shown to the import of radio apparatus for broadcast purposes—until quite recently radio equipment was officially classed as munitions of war—is gradually disappearing, and there are signs that the existing restrictions on the import of receiving sets, etc., will shortly be removed."

THOMAS T. TOAST LAMENTS.

A DRY MAN IN A DRY PARTY.

ON THE TRAIL OF THE FLOAT-
ING UNIVERSITY.

The Very Sad Individual sat kicking his heels disconsolately on the jetty awaiting the arrival of the ferry from Kowloon. He felt bored—and looked it! He wanted to "cuss"—so he did it!

Probably sensing the fact that I am a Sympathetic Soul, he unbored his heart and told me the story of his woes.

Thomas T. Toast—that is not his real name, but it will do for the purpose of this story—hailed from "Cortland in the U.S.A. old state of New York. Yes, sir, and don't yew forget it!" He was one of a party of ten Professors and 40 students who formed part of the Floating University which has honoured Hong Kong with a visit during the past week.

The main party "split"—to use T. T. Toast's own phraseology—in Japan. Forty students visited Hong Kong last week, sailing for Manila by the Dollar liner President Van Buren on Friday. Mr. Toast and party arrived here yesterday and departed hence to-day.

The "Floating University" is making a world-tour.

"I gotta hunch," complained Mr. Toast, "that the U.S.A.'s going right to the doggone bow-wow! Yes, sir, I ask you now, can you beat it?"

He brandished a sheet of type-written script in front of my startled eyes causing me to start back hurriedly and bang my head against an iron stanchion, much to the delight of two coolies, a babu, and three amahs.

"Can you beat it?" he repeated.

Rules One and Three. Half-dazedly, I took the proffered paper and scanned it. Social Regulations of the Floating University.

Hong Kong, January 14th, 1929.

"In recognition of the responsibility and orderly behaviour of the whole student body thus far, unrestricted leave is granted to all students till twelve at night, with only such limitations as may be necessary for the students' safety. Every student must check in promptly and in good order at twelve. Failure to do this involves a restriction on the evening leave for such a time as the faculty and administration think necessary."

"All through this doggone trip I've been Mammus' Real Good Boy," moaned T.T.T. "On every possible occasion I've let Dean Gray and Prof. Rowe see how good a Real Good Boy can be. An' say, Stranger, it's a shore thirsty job! Believe me, Bo, if any gink joins the Floatin' Varsity, they can rest assured that they will stand as much chance of getting a drink aboard or ashore as a celluloid cat would of catching an asbestos rat in Hell. Yes, Sir, they would that!"

"What about slipping off to the Savoy with me now," I suggested. My Very Sad Companion shook his head negatively.

"You don't quite catch our rules, Brother," he replied. "Read Rule Three."

"All acquaintances made by the students en route should be introduced to their advisers and, if possible, to Mrs. Greenbie, Dean Gray, or Professor and Mrs. Rowe as representing the administration. Invitations to go on social expeditions with people not introduced by the Floating University should be referred to Mrs. Greenbie. Failure to observe these rules means a withdrawal of special social permissions."

"But that's not all, Brother!" continued T.T.T. "I've see those two bright little sisters opposite? Well, those bright little sisters are keeping their optics on Thomas T. They're my chaperones. It's one of our doggone rules that we can't go anywhere with strangers without a chaperone an' those bright little sisters squeak if I toddled off now."

I made a popping noise with my tongue—like the popping of corks. The effect on Thos. T. was electrical. His eyes watered, his knees shook visibly. Rising suddenly to his feet, he grabbed me around the waist, lifted me over his shoulder and bolted pell-mell for the Savoy.

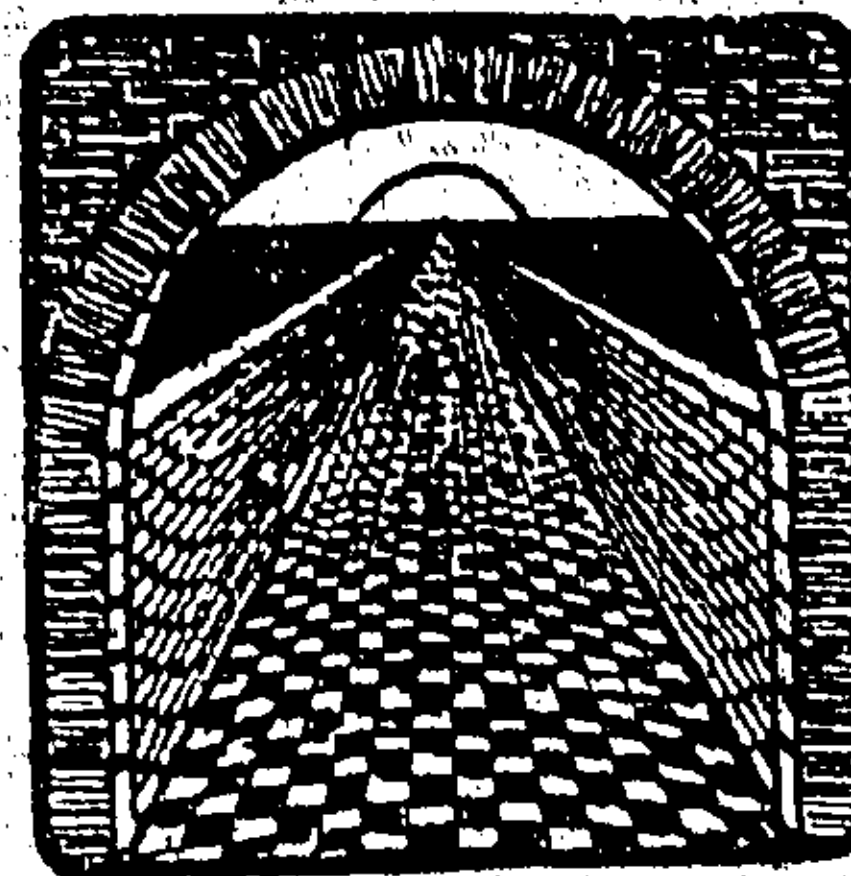
Two hours later, Thomas T. waved an untidy adieu to me from the sternsheets of a special launch he had chartered to take him across the harbour. What cared Thos. T. for rules, 3, 4 or 9 of the Floating University Regulations?

But later! Ah, that's a different matter. Besides, as the party left for Canton early this morning, what matters? A new set of rules will be compiled before they get there. H.A.F.

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Note Reduction in Prices.

In Lots of not less than 1-ton—
Delivered to Peak District (above Bowen Road), \$23.00 per ton.
Delivered to Bowen Road and Lower Levels, \$21.00 per ton.
Delivered to Pakfulum Road, \$23.00 per ton.
Delivered to Kowloon, \$19.00 per ton.



For Price Apply to
THE KAILAN MINING ADMINISTRATION
DODWELL & CO., LTD., Agents, Hong Kong.

THE DANGER TO PEACE IN CHINA.

SZECHUAN REGARDED THE POT WHICH MAY
BOIL OVER.

ITS GENERAL ATTITUDE TOWARDS
NANKING.

The question that the majority of people are asking to-day is, will there be a fresh war in the spring?

A contributing factor to speculation in this direction, which bulks largely with Chinese is the recent fighting in Szechuan. This province in Chinese eyes has always been the pot which boils over, and in many cases has in the process swamped the rest of China. For this reason any disturbance in this province is closely and anxiously watched. While Canton is given the dubious credit of being the breeding ground for plots, when a scheme is once conceived it is, in Chinese opinion, usually in Szechuan that it first begins to develop. Possibly the main cause of this is to be found in the inaccessibility of the province, and the ease with which it can be defended, thus rendering it a safe place in which conspirators may find asylum.

Szechuanese And Authority.

It is exceedingly difficult to follow all the twists and turns of the political situation there, but the outstanding significant fact is that up to now, no appointee of the Nanking Government has been able to obtain more than the footing permitted him by arrangement with the other generals in the province. No one man has been allowed to assume authority over the whole province, and, if Chinese reports are correct, no man will, until the Szechuan people are of one mind in their choice of a governor. More than one general has acknowledged the overlordship of Nanking, Generals Liu Hsiang and Yang Sen in particular; but, at a crisis they have both adopted a flatly defiant attitude. Each Szechuan general in turn has been called upon to deliver up Marshal Wu, and each in turn has either flatly refused, or completely ignored the order.

The Salt Revenue.

The same has recently applied to the salt revenue, and this is a far more serious instance. Nanking asked them to disgorge a part of the revenue, but one and all declined; and, when this move is followed by a mobilization of the forces of practically every general, the Chinese may be excused if they see more serious developments in the offing. According to both telegraphic and written reports Szechuan is on the verge of a serious outbreak of hostilities, and Chinese are much exercised in mind as to whether this will not mean the birth of a new revolution. The frantic telegraphing of the Nationalist Government to all parties to compose their differences amicably and on no account to fight gives colour to the Chinese view. The foreigner often hears of the bravery of different provincials: there is hardly a province in China with the possible exception of Hupeh that does not boast of the bravery of its people, but none compare with the Szechuanese in their fondness of warfare, and this alone gives rise to apprehension in the minds of those who are ardent lovers of peace.

Causes Of Friction.

Even before the Nanking Government endeavoured to exercise its authority things were by no means peaceful in the province. Liu Hsiang and Liu Wen Hui with their troops occupy the two most fertile districts in the east and west of Szechuan, and their exclusive occupation of these two districts has long been a source of friction and jealousy to Generals Teng Hui Hou, Chao Hsi Chen, Li Yuan, Lai Hsin Hui, Yang Sen and other minor generals. All these latter generals are in occupation of districts, thinly populated and with a good deal of barren territory which is quite unproductive of revenue, and it was highly probable, even without the recent salt embargo, that war would break out in the spring. While a refusal to contribute revenue from the province to Nanking would excite no comment, rather the reverse, a refusal to share within the province has proved productive of enmity which much inevitably lead to conflict; the Nationalist Government's appeal to all parties may be successful for the time being and during the winter months, but unless they are prepared to step in and conquer the whole province, they will find themselves helpless next spring. Some of the soldiers in the unproductive districts, are beginning to grow hungry; when they are hungry they will fight for food, and become formidable opponents.

The Military Point Of View.

From the military standpoint, they are split into camps which are fairly evenly matched, but the two Liu's will be attacked, and an army fighting on the defensive and with leaders confining their attention to the preservation of their respective spheres of influence, will not have the same courage as those who are attacking them for, not so much a share in the spoils of actual wealth, but what is tantamount to bare sustenance. The results in China—of all such fights have generally been a foregone conclusion. Nanking may send forces to assist its nominees,—the two Liu's—but it is regarded as certain that if they do, then the Szechuan people will prefer the devil they know to the one they don't, and the result might well be confusion worse confounded. There are many under the Nationalist banner who cast covetous eyes on Szechuan, though it is in many parts, it is one of the richest from a Chinese point of view, and from any point of view is rich in potentialities. The difficulty is, and always has been the Szechuan people; no one but a Szechuanese has ever been able to rule them, and this constitutes the greatest difficulty that the Nanking Government has to face; they must find a nominee acceptable to all the other generals in the province.

Will History Repeat Itself?

If they fail in this, then history is sure to repeat itself; the 1911 revolution commenced with a dispute in Szechuan over the nationalization of railways. When Marshal Tuan Chi Jui sent General Wu Kuang Hsin to Szechuan during his first premiership the response of the south-west was a joint expedition of Hunan and Kwangsi troops against the north, thus starting another war between the north and south. Even the recent anti-north expedition received direct impetus through the attempt of Marshal Wu to assist Yang Sen to regaining power in Szechuan. It is for reasons such as these that the Chinese regard any kind of war in Szechuan as a bad omen. What makes matters worse in the present instance is that both Yunnan and Kuichow are pursuing diametrically opposed policies, and if these should be drawn in, which is likely, the outlook for next spring is indeed a gloomy one.—*Central China Post.*

KWANGTUNG SILK INDUSTRY.**GOVERNMENT PLANS TO HELP IT.****MODERN METHODS NEEDED.**

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, Jan. 15th.

Owing to inability to introduce new methods and the keen competition of Japan, the sericulture of Kwangtung has long been on the decline. Formerly it was a most flourishing industry and practically all the silk manufacturers in the East looked to Kwangtung for their raw materials. At one time over 3,000,000 people in the Canton delta depended directly upon this industry for their livelihood. The great majority of the people of the district of Sun Tak were sericulturists and when the industry was at its height, even the women workers received as much as 70 or 80 cents a day. But now they get no more than 20 or 30 cents a day for the same amount of work. It is said that over a million silk workers have in recent years been forced to seek other means of livelihood.

In view of these conditions the Bureau for the Improvement of Sericulture in Kwangtung has been planning to restore the principal industry of the province through the introduction of scientific methods of cocoon rearing. The Provincial Government is supporting the works along this line and has already appropriated large sums of money with which to carry on the necessary experiments at the Bureau.

SOLDIER HIT WITH A WOODEN CLOG.**UNTRUTHFUL WITNESS REBUKED.****"THE MARK OF A CANE."**

The hue and cry in which a great number of Chinese took part in Nathan Road, Yau-mat, on Monday afternoon was explained at the Kowloon Magistracy yesterday morning when a Chinese was charged with assaulting Lance Corporal Jackson of the 1st Battalion, Queen's Regiment. The defendant denied the charge and said that the complainant was drunk at the time.

Inspector Marks told the Magistrate that the complainant was walking in Bowring Street, Yau-mat, on Monday afternoon. He was with a lady and pushing a perambulator. The defendant rushed out from a shop nearby and nearly knocked the carriage over. The complainant just managed to ward off the defendant who returned shortly afterwards from behind and hit the soldier across the face with his cane. The defendant was chased and caught and brought to the Police Station.

Lance Corporal Jackson in evidence said that he was with a lady at that time and went into a shop to make some purchases. The defendant collided with the perambulator, but witness just managed to ward him off. Witness left the shop and was pushing the baby carriage along when suddenly the defendant came up from behind and struck him across the left ear with a wooden clog. Private Conway arrived on the scene and the defendant was caught and taken to the Police Station.

Private Conway gave evidence to the effect that both Corporal Jackson and he were perfectly sober.

Claims He Was Hit With A Cane.

The defendant accused the complainant and Private Conway of being drunk and said that Jackson hit him with his cane. Defendant showed the Court a mark on his back which he claimed was a bruise made by the stick. The Magistrate inspected the mark and said that it was not the mark of a cane. It might have been caused by the defendant being gripped firmly. The defendant in reply to the Magistrate suggested that the complainant was hit when he was off the blow from the cane.

A witness for the defendant was asked if he could account for the fact that there was no mark on the defendant to show that he had been struck with a cane. The witness said that the defendant had a mark on his back.

The Magistrate replied that the witness had obviously been coached in his story. "You come here and tell me a pack of lies; it is a great pity I can't show you what the mark of a cane is like," remarked Mr. Hamilton. Too many boys were cased in his Court for him not to know what sort of mark a cane made. The defendant had accused two respectable men of being drunk and there was corroboration of the complainant's statements. The defendant was fined \$25.

THE CHU KIANG RETURNS.**ANOTHER FLIGHT OVER CHINA.****ENTHUSIASTIC RECEPTION IN CANTON.**

(FROM OUR CHINESE CORRESPONDENT.)

CANTON, Jan. 15th.

The Ryan seaplane Chu Kiang returned to Canton from Nanning yesterday afternoon at 4.45, thus successfully completing its record long trip through the interior of China. The seaplane made a perfect descent on the Pearl River immediately off Lingnan University. Before coming down, however, it circled around the Canton Aerodrome, Tai Sha Tau, for a while. The s.s. Sai On was at that moment leaving Canton for Hong Kong but stopped when she saw the Chu Kiang coming down and did not resume her journey until the seaplane was safe on the water.

Meanwhile thousands of people had gathered on the wharf at Tai Sha Tau, waiting to welcome the Chu Kiang and her crew. The crew consisting of General Cheung Wai Chang, and Colonel Chow Po Hang and Wong Kwong Yui with their one passenger, Admiral Chen Chak, were, on descending, escorted to the Canton Aviation School for a rest.

The seaplane left Canton for Wuchow last Friday. After remaining in Wuchow for the evening she proceeded to Nanning, the capital of Kwangsi, the next day. She left Nanning for Wuchow on Sunday where she remained over night. She left Wuchow for Canton on Monday.

Canton notables are to give another banquet in honour of these aviators.

STOLEN BANK NOTES.**\$33,100 LOST IN TRANSIT.****CHINESE GETS TWO MONTHS.**

A consignment of bank notes which were printed in the United States of America were sent by the s.s. President Pierce to the Fu Tien Bank of Yunnan. They were delivered at Hong Kong on December 18th, but on arrival it was discovered that during transit one of the cases had been broken open and the contents pilfered. The American Express Company who were in charge of the shipment immediately notified the Police and Bank.

Out of the 150,000 bank notes with a face value of \$50 each, approximately 692 were found missing, amounting to \$33,100.

Nothing was heard of the bank notes until recently when a Chinese attempted to change one of the notes at the Cheung Kee exchange shop. The exchange shops had already been informed by the Police to keep a lookout for the notes in question, and the man was immediately detained and arrested. At the Police Station he informed the Police that the note was given to him by a friend in settlement of a debt. Incidentally, it might be mentioned that the bank notes at the time of transit were not signed by the bank officials of the Fu Tien Bank, thus making them easily distinguishable from the genuine notes. Acting on the man's information, the Police arrested the Chinese who was alleged to have passed on the bank note.

This man was charged before Major C. Willson at the Central Magistracy yesterday afternoon and after evidence had been given of the transfer of the bank note in settlement of the debt, the defendant who was charged with receiving bank notes, stolen in Hong Kong and outside of Hong Kong was sentenced to two months' imprisonment.

The charges were so framed because it was impossible to determine the exact time or place where the actual theft took place, save that the bank notes were pilfered in transit and delivered at Hong Kong where the theft was discovered.

RUSSIA'S ONLY Y.M.C.A.**IN HARBIN.****ASSISTANT SECRETARY DESCRIBES WORK.**

The Y.M.C.A. take every possible step to ensure that officials in charge of their hostels in all parts of the world obtain first-hand knowledge and experience of the problems confronting young men away from their homes and peoples. Among the visitors at the Kowloon Y.M.C.A. is Mr. Alexis A. Grizoff, the Assistant Secretary of the only Russian branch of the Y.M.C.A. which, as might perhaps be expected, is situated not in Russia, but in Harbin.

Mr. Grizoff, in an interview with a *Daily Press* representative, gave some interesting details concerning the work of the Y.M.C.A. in that city and elsewhere. In accordance with the policy of the Association, he has just completed a comprehensive tour of Harbin, Shanghai, and other places where the assistance of the Y.M.C.A. is in great demand.

The Russian Y.M.C.A. in Harbin attacks its work very seriously. Many of the Russian taxi-drivers in that city are members of the Association and it is performing valuable work among Chinese lads by running evening classes where mechanical engineering is taught gratis.

8,500 Pupils Taught.

The young students take a deep interest in their lessons and a very large percentage who have undergone the courses have developed into skilful motor mechanics and are now earning their livings in that capacity instead of loafing about the streets as was the case before the classes were inaugurated.

More than 8,500 pupils have passed through a secondary school which is run by the Harbin Y.M.C.A. The school is fully recognised by the Government and has had the distinction of passing one of its pupils into an American university and quite a number are continuing their education in Europe.

Social Events.

Every Tuesday evening sees an interesting programme of social events held for the benefit of the members of the Y.M.C.A. and members from the European, Russian, Japanese, and Chinese branches—each of which have separate hostels in Harbin—fraternise on these occasions and combine in giving some very fine representative programmes.

Mr. Grizoff speaks very highly of the work with the Y.M.C.A. in Harbin of Mr. David Shen, the President and Secretary, and of Dr. C. N. Wong, a busy physician who yet finds time to devote many hours to social work.

The Generous Chinese.

"The Y.M.C.A. is making strides in all parts of the world," said Mr. Grizoff. "We had a struggle to establish ourselves, but the Chinese came to our assistance in a wonderful manner. Last year, for instance, our expenditure at Harbin amounted to 55,000 yen. At the end of the year we required 5,000 yen to meet our debts. We made this fact public and, within a week, the wealthy Chinese people of the city came forward with the money."

"The Chinese take a deep interest in our classes for typewriting, shorthand, commerce, and English and we find the local merchants encouraging their employees in every way to attend."

"We have a Literature and Arts Club and it is very gratifying to observe the interest taken in the Club's doings."

"I think Hong Kong is a wonderful Colony. The English residents could do much to assist the Y.M.C.A. here to establish classes similar to those we have in Harbin. At any rate, I have been deeply impressed by what I have seen of the work of the Y.M.C.A. here and have gained much valuable knowledge which will stand me in good stead in the years to come."

DEATH OF MR. W. J. L. FORD.**INTERPRETER TO MESSRS. WILKINSON AND GRIST.**

The death occurred at his residence, No. 18, Granville Avenue, Kowloon, on Monday night, of Mr. Walter J. L. Ford, who was chief interpreter to Messrs. Wilkinson and Grist, solicitors, with which firm he had been connected for 25 years.

A few days ago he was seized with a heart attack, and was confined to the house. There was some improvement in his condition later, but the end came suddenly. He was 61 years old, and is survived by a widow, a son who is an articled clerk in Messrs. Wilkinson and Grist, two daughters, the elder of whom is married, and a brother, Mr. E. S. Ford. The deceased received his education at Queen's College.

The funeral takes place this afternoon, passing the Monument at 5 o'clock.

ASSISTANT PURSER SHOT IN BED.**"PRESIDENT MCKINLEY" MYSTERY.****REVOLVER FIRED THROUGH BLANKETS.****ATTEMPTED MURDER THEORY.**

Further details are to hand concerning the mysterious shooting at Manila of Mr. Allan McDaniel, the assistant purser of the American Mail Line s.s. President McKinley which arrived in Hong Kong on Monday and sailed again yesterday morning.

A *Daily Press* representative understood in the course of an interview with an official of the steamship company that many of the details already published by certain newspapers are incorrect.

It appears that the shot officer was found by Mr. L. P. Porayman, the purser, lying in a pool of blood in his bunk early on Friday morning. He was unconscious and investigation disclosed a bullet wound in his left side.

As the ship was alongside a wharf the purser was able to notify a special patrolman at Pier No. 7 who summoned the Luneta police.

38-Calibre Bullet Extracted.

As the police were some little time in arriving on the ship, Mr. McDaniel was hurried to St. Paul's Hospital where an operation was performed and a 38-calibre revolver bullet was extracted from the right side of the assistant purser's body. The doctors found that the bullet entered the left side of the body below the heart and traversed the abdominal region toward the back, injuring the spinal cord.

The injured man's condition on Saturday morning was exceedingly critical, the doctors stating that they could form no opinion as to the probability of Mr. McDaniel's recovery. If he survives, they say, he will be crippled for life.

The police believe the crime to have been committed between midnight and daylight. No question

of suicide arises for Mr. McDaniel's injuries preclude any idea that he shot himself and threw the revolver away. No weapon was found in the cabin, the berth was right away from the port hole, and Mr. McDaniel was too badly injured to move at all.

No Sound Heard.

Other newspapers have published stories to the effect that members of the crew of the President McKinley heard shots fired during the night of the shooting. Information which we have received from an authoritative source, however, discounts these stories.

A patrolman was on duty all night in the vicinity of the ship and other cabins adjoining the assistant purser's room were occupied at various intervals during the night. Nothing untoward was heard by anybody who were interrogated by the police.

On the other hand, the would-be murderer buried the revolver in the blankets when he fired the shot. This would have the effect of muffling the report completely.

The police have retained possession of Mr. McDaniel's blankets which are scorched and burned. It is stated that the police are concentrating their efforts on discovering whether Mr. McDaniel had an enemy either ashore or on the ship. There is every reason to believe that the assistant purser was shot by a man or a woman who had normal access to the ship and who was fully conversant with the movements of the officers on the night in question.

Latest Developments.

We understand that the latest news from Manila indicates that the police have discovered a valuable clue which they are following up. Meanwhile Mr. McDaniel has not yet been able to make a statement, and is still in a critical condition.

"A GENERAL NUISANCE."**A VAGRANT'S EXPECTATION OF A JOB.****HIS FRIENDS TIRED OF HIM.**

William Henderson who, according to Insp. Elston had made himself a general nuisance to his friends and to the Government Civil Hospital, was again charged before Major C. Willson, at the Central Magistracy yesterday, for vagrancy.

Evidence given against him was to the effect that Henderson had once been committed to the House of Detention for being a vagrant. Some friends took him out and undertook to help him, but Henderson made himself much a nuisance, that his benefactors had to wash their hands of him.

Henderson had also been in the hospital several times suffering from the effects of drink. He never paid his bills and was a source of great expense to the Government. Henderson, who seemed not at all perturbed at his situation, told the Magistrate that he had a friend in Wanchai who was willing to help him. To this Insp. Elston replied that that friend was in similar circumstances, and he could not see how Henderson could get help from that direction.

The defendant then told the Court that he expected money from home at any time and that he was going to get a job within a few days time. He said that he had only been in hospital once.

Henderson was again committed to the House of Detention, whereupon he asked the Magistrate that his case might be kept out of the Press. His Worship replied that that was a matter beyond his control.

THE SMALL-POX EPIDEMIC.**85 CASES AND 44 DEATHS LAST WEEK.**

The small-pox epidemic shows no sign of diminishing and the record for last week shows that an increasing number of cases are being reported from the Island. There were last week 85 fresh cases and 44 deaths. Of the new cases, 21 were from Victoria, 43 from Kowloon and one from the New Territory.

On Monday 11 more cases, 6 from Victoria and 5 from Kowloon were reported. There is also a mild outbreak of enteric, eight cases (three British and 5 Chinese) were reported during the week and two cases, one British and one Chinese, on Monday.

Seven cases of diphtheria, six Portuguese, with one fatality, were also notified.

"LOVE HUNGRY."**AMUSING PICTURE AT THE QUEEN'S.****THE DEAR LITTLE GIRL AND THE GOLD DIGGER.****[BY OUR FILM CRITIC.]**

"Love Hungry" like other pictures did not turn out to be quite the same story on the screen of the Queen's as it was advertised to be beforehand. However, it is quite amusing and more original than the preliminary "write up" would lead you to suppose.

"Joan" and "Goldie" are two aspiring young actresses, Joan (Lois Moran) as good and sweet as any little movie maiden can be, Goldie (Marjorie Beebe) a "gold digger" who makes no pretensions of being anything else. The scene is laid in the home of Joan's poor but honest parents who have as a lodger "Tom" (Lawrence Gray) a hard working young man with a leaning towards journalism. Tom, of course, falls in love with Joan at first sight but at the instigation of Goldie, who really seems a most unselfish young woman for a "gold digger," introduces her to a wealthy man friend. That is really all you need to be told because it is obvious from the first that the final scene will show Joan and Tom in each other's arms. The various episodes that lead up to the happy ending are well staged and many of them very amusing. Goldie provides most of the humour in her contempt of Tom, not so much as a poor man as an unenterprising lover. The wealthy man gets very little to do and is in a most unfortunate position between the ambitious Goldie who is thrusting an unwilling fiancée at him and the glowering Tom.

"You will pass an amusing hour watching 'Love Hungry' and see a very charming heroine in the person of Lois Moran, but like most of the magazine stories which serve to pass an hour pleasantly the film will probably only be remembered vaguely as 'quite an amusing picture.'"

CHINESE PRISONER'S SUICIDE.**WHILE HELD FOR POSSESSION OF ARMS.**

A Chinese name Cheung Kwai was brought before a Magistrate on Monday morning on a charge of having in his possession 12 parts of revolvers without a licence. He was remanded in police custody until to-day.

After the remand, prisoner was confined in a cell at the Central Police Station. Later when the cell was opened, the man was found dead. He had strangled himself by tying a sock tightly round his neck.

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UGLY INCIDENT AT HANKOW.

JAPANESE RESIDENT TORTURED.

THREAT OF STRINGENT ACTION.

[THROUGH REUTER'S AGENCY.]

HANKOW, Jan. 14th.

A Japanese, dressed as a Chinese, has been arrested by anti-Japanese pickets and taken to the Strike Headquarters, where it is alleged he was hung up for an hour by his hands and severely beaten.

It is understood that the victim was charged with spying.

The matter was brought to the attention of the Japanese Consul, and the victim was released later by the Commissioner for Foreign Affairs.

Strong Protests.

It is stated that the Japanese Consul is at present preparing a very strong protest in connection with the affair.

It is explained that the Japanese Consul has been visiting on a visit to his premises in the French Concession.

The Foreign Office at Tokyo expresses anxiety over the Hankow situation. It is stated that protests have been made both to the Hankow Garrison Commander and the Nanking Government. Both have replied that they are taking steps to control the situation, but as there are no signs of improvement it may be necessary to take naval action to protect Japanese lives and property.

Japan's Orders.

The local Hankow Japanese newspaper states that Japanese officials have received instructions from Tokyo that, in the event of Chinese authorities refusing to curb the activities of the Chinese pickets, Japanese naval forces are authorized to take stringent action.

BELGIAN CONCESSION AT TIENTSIN.

(Wah Tsz Yat Pao).

SHANGHAI, Jan. 15th.

The Nanking Foreign authorities are negotiating with the Belgian Minister over the problem of restoring the municipal control of the Belgian Concession at Tientsin to the Chinese Government. Mr. Huang Yu Fat is the Chinese delegate.

YANG SEN'S DOWNFALL.

(Wah Tsz Yat Pao).

SHANGHAI, Jan. 15th.

The civil war in Szechuan has ended in the downfall of General Yang Sen who is now retreating to the eastern Szechuan border. According to a message sent by General Liu Hsiang from Szechuan, the Government troops have completely recovered the areas and districts previously taken by Gen. Yang Sen.

On receiving General Liu's message, the Nanking Government issued an order for the arrest of General Yang Sen who is charged with being a counter-revolutionary. According to a naval wireless message, it is reported that there is a possibility that General Yang Sen will make Ichang his next headquarters. It is said that Mr. D. Yang, his Commissioner for Foreign Affairs, and other officials have already arrived there. H.M.S. Bee, with the Yangtze River Admiral on board, has sailed for Ichang.

KWEICHOW WAR.

(Wah Tsz Yat Pao).

SHANGHAI, Jan. 15th.

Regarding the situation in Kweichow province, the civil strife between General Chow Hsi Cheng, the Kweichow dictator by Nanking's appointment, and General Li Hsin, has been also brought to an end by the victory of General Chow.

CHIANG'S HIGH HOPES.

(Wah Tsz Yat Pao).

SHANGHAI, Jan. 15th.

Marshal Chiang Kai Shek addressed a gathering of the students of the Central Military Academy yesterday morning, explaining how important was the hearing of the present Military Reorganization and Disbandment Conference on the future destiny of China. If all resolutions in connection with disbandment and military reorganization problems were successfully passed by the conference and subsequently acted upon, he believed that the sovereign independence of China and the abolition of the unequal treaties which had shackled China for more than half a century would be brought about in a period of three years.

"THE LISTENER."

NEW B.B.C. PUBLICATION.

COMPROMISE REACHED.

[BRITISH WIRELESS SERVICE.]

RUSSY, Jan. 15th.

A compromise has been reached regarding the proposed publication by the British Broadcasting Corporation of a weekly journal *The Listener*. The basis of the agreement on the question of the Corporation's publishing activities is embodied in a memorandum accepted by the Corporation and the leaders of a deputation representing newspapers and printers, which interviewed the Prime Minister of Friday.

The Corporation expressly disclaim any intention of adding to the number of their periodicals, of which there are now three, and with regard to *The Listener* they undertake, by limiting the number of advertisements, not to make any profit. They are, moreover, ready to recognize a committee representing publishing and printing interests and to discuss with it any questions that may arise with regard either to future publishing proposals or existing publications.

STRUGGLE FOR POWER IN MANCHURIA.

JAPANESE FEARS.

[THROUGH REUTER'S AGENCY.]

TOKYO, Jan. 15th.

It is learned that the Japanese Consul-General at Mukden has been instructed to question Chang Hsueh Liang on the circumstances of Yang Yu Ting's execution, and also as to whether disturbances are expected to result from it. No reply has so far been received.

It is feared in some quarters that a struggle for power is likely to take place, possibly resulting in an outbreak of disturbances endangering the peace of Manchuria.

JAPANESE TROOPS IN SHANTUNG.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Jan. 15th.

The vernacular papers state that Mr. Yada called on the Foreign Minister yesterday. The Commissioner of Foreign Affairs of Shantung was also present and the interview lasted forty minutes. It is reported that Mr. Yada informed Dr. Wang that a further 3,000 Japanese soldiers now in Shantung would shortly be withdrawn.

NON-TREATY POWERS.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Jan. 15th.

The *Sin Wan Pao* states that Dr. C. T. Wang has denied to the Press that a Sino-Japanese customs tariff agreement would be signed on January 25th. Dr. Wang pointed out that as the Sino-Japanese commercial treaty has expired, the tariff question, extraterritoriality and other matters would be discussed during the negotiations for a new treaty.

The Foreign Minister added, according to the *Sin Wan Pao*, that after February 1st the Nationalist Government would increase the Customs duty on goods imported from non-treaty Powers by 100 per cent.

FLIGHT FROM GERMANY TO NANKING.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Jan. 15th.

It is semi-officially announced that the Chinese aviator Chen Wen Lin, who has been studying aviation in Germany for the last four years, will attempt a flight from Hamburg to Nanking next month. He will fly via India, and will use a British aeroplane.

MOVEMENTS OF NAVAL VESSELS.

On January 14th H.M.S. Cornwall arrived in Hong Kong from Amoy and H.M.S. Petersfield from Canton. H.M.S. Kent, flying the flag of the Commander-in-Chief, China Station, arrived at Labuan from Batavia.

LARGER GRANT FOR FORESTRY.

BIG NEW PLANTATIONS.

OPPORTUNITIES FOR RESEARCH.

[BRITISH WIRELESS SERVICE.]

RUSSY, Jan. 15th.

The Government have undertaken to ask Parliament to vote a total sum of £3,500,000 to the Forestry Commission on agreed annual instalments during the ten years beginning April 1st this year, as compared with the sum of £3,500,000 which had been provided during the last ten years.

The Commission will also derive an increased revenue from forest products of about £1,400,000 in all as compared with £775,000, which is the estimated figure for the first ten years.

It is expected that these sums will enable the Commission to provide £25,000 acres of new plantation, to devote £1,000,000 to forest workers' holdings and to make a grant for other purposes, including the planting of municipal and private lands and forestry education and research.

THE LORD MAYOR'S FUND.

HALF A MILLION RAISED.

[BRITISH WIRELESS SERVICE.]

RUSSY, Jan. 15th.

The Lord Mayor's fund for the relief of distress in the coalfields last night amounted to £500,000. This, with the pound for pound contribution by the State, brings the total available for relief of distress up to £1,000,000.

Contributions are still being received by the Lord Mayor in response to the wireless appeal by the Prince of Wales, and it is hoped that the poster campaign undertaken voluntarily by the firms concerned will soon make its effect felt.

GOVERNMENT AND THE POPE.

LONG-STANDING ITALIAN QUARREL.

TEMPORAL POWER OF THE VATICAN.

[THROUGH REUTER'S AGENCY.]

ROME, Jan. 14th.

New and better relations between the Vatican and the Italian Government seem likely following a report, based on excellent authority, to the effect that an agreement has been reached in solution of the question dealing with the temporal authority of the Vatican.

This problem has been the cause of arguments which have long vexed Italian politicians and the Church of Rome. The agreement, it is stated, extends the Vatican territory on the south-east of the Vatican Gardens by several hundred acres which will enjoy extraterritorial rights and will form a small State somewhat on the lines of San Marino.

The Italian Government has also agreed to abrogate the law of Guarantees of 1871, which the Papacy has always refused to acknowledge.

The Government has further contracted to grant the Pope an indemnity estimated at 1,000,000 gold lire, towards the losses sustained through the fall of temporal power.

ALARM FOR MARSHAL FOCH.

SUDDEN HEART ATTACK.

[THROUGH REUTER'S AGENCY.]

PARIS, Jan. 14th.

Marshal Foch, the Commander-in-Chief of the Allied Armies in France during the War, has been taken seriously ill.

A bulletin issued this evening, signed by several doctors, states: "Marshal Foch is suffering from a heart attack and requires complete rest."

It is understood on good authority, that while the famous military leader's condition arouses anxiety, it shows a tendency to improve. The morning bulletin, however, reports little amelioration.

ROYAL PATIENTS IMPROVE.

SLOW PROGRESS CONTINUES.

QUEEN PRACTICALLY RECOVERED.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 15th.

It was officially stated at noon today that the King's very slow progress continues.

There is good news of the other Royal invalids. The Queen has practically recovered and Prince George's cold is much better.

Reuter learns officially that the King had a comfortable day on Monday, and his condition is unchanged.

No further bulletin will be issued until Wednesday evening, but this is neither a good nor a bad sign, but is merely an indication that the doctors do not anticipate any great change in the interval.

It is reiterated that the period of anxiety has not passed, and is unlikely to do so until the King's progress is better defined than at present.

The Queen's medical advisers do not anticipate that Her Majesty will be confined to her apartments for very long as her cold is getting better.

Prince George is also keeping to his rooms with a slight cold.

MARK OF ORIGIN FOR TEA.

ADVICE TO BRITISH GROWERS.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 15th.

An argument suggesting that an order requiring imported tea to bear an indication of its origin would tend to an all-round increase in prices was ventured today at the resumed hearing of the Empire Tea-growers' Association's application to this end.

Mr. J. W. Morris, for the Grocers' Federation, said that evidence had shown that if, as the result of the order, more Empire tea was consumed, the price would be raised. The price was only kept down by the assistance of Java and Sumatra tea.

The proposed order, he also suggested, would encourage dishonesty and would increase the burdens of the retailers.

The proper way for Empire growers to deal with competition was to show their superiority and not try to strangle their competitors by an Act of Parliament.

Mr. J. D. Cassels, for the opponents, contended that a marking order would be disastrous to trade and almost impossible to enforce. The Chairman asked if the opponents of the order would be satisfied with an order excluding blends.

Mr. Cassels: Yes. I do not think there would be any difficulty in that case. Mr. Hilbery, for the applicants, contended that the suggested order would not injure trade and would not lead to an increase in tea prices. The inquiry has concluded.

NEW RANK FOR GENERAL BOOTH.

PERSUADING HIM TO RETIRE.

[THROUGH REUTER'S AGENCY.]

RUSSY, Jan. 14th.

General Bramwell Booth's reply to the request of the High Council of the Salvation Army that he shall retire will be delivered to High Council at Sunbury tomorrow.

There has been reason to think, according to the newspapers, that the General would refuse to retire. It is stated, however, that Staff Captain Doctor Hart arrived at the General's residence at Southwold today, and endeavored to arrange a compromise. His plan is to promote General Booth to the rank of Field-Marshal. It is thought that Dr. Hart may induce the General to modify any attitude of a flat refusal to retire.

Physical Unfitness.

Mrs. Booth, the General's wife, who will convey the General's reply to the High Council, delayed her departure from Southwold, it is believed, as a result of Dr. Hart's efforts. Should, however, the General's reply be a refusal, it is stated that the High Council will proceed to adjudicate upon his physical unfitness to retain the leadership of the army, and present indications are that a large majority of the Council would vote for the General's retirement.

Rockefeller Trust.

American Salvation Army leaders in London have been informed that John D. Rockefeller, Junr., has established a \$1,000,000 trust for the Army in America.

ABDICATION OF AMANULLAH.

IMPETUOUS MONARCH'S HISTORY.

ELDER BROTHER CROWNED.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 14th.

The British Foreign Office has received a terse official message from Kabul definitely confirming the rumours of the abdication of King Amanullah, of Afghanistan, in favour of his elder brother, Prince Inayatullah.

Amanullah's abdication has created considerable surprise in London, though Reuter's recent telegrams from India, showing that the malcontents have been making steady headway, have clearly indicated the probability of such a climax to the Afghan monarch's impetuous attempt to Westernize his primitive and fanatical subjects.

Attack On Mullahs.

It is only a little over six months since Amanullah and his Queen returned to Kabul.

Immediately on his triumphant return, he convoked a conference of the tribal chiefs and ordered them to don Western attire.

His further attack on the powers of the Holy Mullahs transformed what had been sullen compliance into active revolt, which broke out in the Jelalabad area at the end of November and spread to Kabul itself.

Amanullah deferred until too late increasing the pay of the troops, many of whom became disaffected. It is extremely difficult to obtain reliable news of the recent happenings in Afghanistan, but the winter is now so severe that fighting can hardly have been on an extensive scale.

Well-informed circles in London regard the situation as serious; they are not so much apprehensive of danger to foreigners as anxious regarding the restoration of a stable government.

It is reported from New Delhi that a Turkish military mission, has arrived in Kabul.

Ten Year Reign.

Amanullah's reign lasted ten years. When his father, the Ameer Habibullah Khan, was murdered in February 1919, the latter's brother Nasrullah Khan proclaimed himself Ameer, but six days later Amanullah, who was the third son of the murdered ruler, claimed the succession. As he had the support of the army and the control of the treasury and arsenal, his uncle Nasrullah and also the rightful heir, his elder brother Inayatullah who now succeeds him, proceeded to Kabul and made submission.

Amanullah, misled by some of his advisers, invaded India in May 1919, but suffered such a reverse that before the end of the month he asked for peace. On the ground of his youth and inexperience, this was granted and a treaty was signed at Simla in the following August. A further treaty recognising Afghan independence was signed at Kabul in 1921.

His Final Fall.

Details of the final events leading up to Amanullah's abdication show that on January 13th the rebels drove the loyalists into the Kabul valley, and on the next day captured their headquarters, three miles from Kabul, and occupied the hills overlooking the city. Amanullah then decided to abdicate and a party of Mullahs from Kabul approached the rebels and concluded an armistice.

Although fighting in the vicinity of the British Legation was severe, little damage was done and no foreigners apparently were harmed.

"The Dove."

Sirdar Inayatullah, who has succeeded his half-brother, Amanullah, as King of Afghanistan, is four years older, being now 41 years of age. He is a most orthodox Moslem and is greatly influenced by the Mullahs.

It is understood that the new ruler is sympathetic in his attitude towards Britain and consequently to the Indian Government. He was forced to waive his claim to the throne on the assassination of his father.

He is of a peaceful disposition and his father used to call him "a dove" when he was a small boy. Inayatullah, who married Soumaya's sister, was kept in close confinement for three years after Amanullah's accession, and has since lived as a private citizen. The relations of the brothers and described as friendly.

King Amanullah's abdication was announced in Kabul at noon yesterday, whereupon Inayatullah was immediately crowned King.

LANCASHIRE COTTON COMBINE.

AMERICAN SPINNERS UNITE.

MORATORIUM FOR SHAREHOLDERS.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 15th.

The first combine of Lancashire cotton mills spinning American cotton has been registered under the title "The Combined American Spinners, Limited."

The new concern or combination of concerns is stated to be backed by men owning several million spindles.

Its main object is to effect economies, to eliminate weak selling and to strengthen the whole organisation. One of the provisions is that a five year moratorium in regard to capital not called up shall be granted to shareholders.

It is expected that the Lancashire Cotton Corporation, formed by the Cotton Yarn Association, will be registered within a few days.

BRITISH TRAWLER FOUNDERS.

ALL HANDS LOST.

[THROUGH REUTER'S AGENCY.]

TROMSO, Jan. 15th.

Three German trawlers, which have just arrived report that the British trawler Thomas Hardy foundered in a storm in the Arctic Ocean. The crew of sixteen perished.

RAILWAY TELEPHONES COMMANDEERED.**DRASTIC ACTION AT HARBIN.**

A mild sensation has been caused according to the *P. and T. Times* in Harbin by the sudden taking over of the Chinese Eastern Railway Telephone Service by the Chinese Administration.

For some years there has been talk of this being done as the Railway Authorities were never authorised to supply a telephone to the general public and the present service has existed primarily for the Railway Company and secondly for the public. Certainly the C.E.R. has spent about one and a half million dollars on the installation of a splendid automatic service but for the last two years it has been almost impossible for business or professional people not connected with the railway company to get a telephone installed. Yet the railway company has many instruments in every department and every railway servant of any position has one in his private house.

Evidently this has had something to do with the decision now taken at Mukden.

Flags Taken Down. By order of Marshal Chang Hsueh Liang, the Inspector General of the Radio-Telegraph Service of the Three Eastern Provinces proceeded to Harbin. There he conferred with local Chinese officials and it was decided to commandeer the service on a Chinese holiday when the Soviet Vice President and the General Manager of the C.E.R. were out of town.

A number of Chinese officials, with a guard of police, drove in an armoured car to the telephone station, entered the Manager's office, and took possession of the premises.

They immediately nailed a board outside inscribed in Chinese characters stating that the station was the Harbin Telephone Station of the Board of Communications of the Three Eastern Provinces and, taking down the railway flags, hung out Chinese banners.

The Soviet Manager arrived upon the scene within half an hour. On being informed of events he requested permission to phone his superiors but was unable to communicate with anybody in authority for some time. At length, by inducing the manager of the Grand Hotel to arouse the C.E.R. Assistant Manager, he was able to inform the railway chiefs of what had happened.

The Assistant Manager, on learning that the officials had authority from Mukden, could do nothing and the Branch Manager had to capitulate.

Notice was at once given to the Dalbank to stop taking subscriptions and the general public were informed that in future they must pay all subscriptions to the Chinese authorities.

The C.E.R. General Manager hurried back from the country to enter a protest but up to the moment there have been no further developments.

MAXTON APPEALS TO BALDWIN.

BRITISH SOCIALISTS IN BELGIUM.

EXTREMISTS ALLOWED TO PROCEED.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 15th.

A first-class sensation has been aroused in London this morning by news of the hold-up of members of a party of British Socialists in Belgium.

The incident occurred last night at Ostend, soon after the party had landed from a cross-Channel steamer.

The authorities at Ostend detained Mr. Reginald Francis Orlando Bridgeman, C.M.G., M.P.O., the Secretary of the League of Anti-Imperialism; Mr. J. Maxton, the Labour M.P. for Bridgton, Glasgow; and Mr. S. Saklatvala, the Communist M.P. for Battersea; who were on their way to Cologne to attend a meeting of the League of Anti-Imperialism.

All three were ordered to return to England by the next boat.

The authorities accepted their parole not to leave their hotel during the night, under penalty of being locked up.

Others Allowed To Go.

In a long-distance telephone talk with Reuter's Agency in London, Mr. Bridgeman, the most noted member of the party, stated that other members, including Mr. A. J. Cook, the notorious miners' leader, Mr. Alex Gossip, who is prominently associated with the I.L.P., and has been connected with the Socialist Sunday School movement since its inception, and Mrs. Baruth are being permitted to proceed to Cologne.

Mr. Bridgeman (whom the *Daily Herald* this morning identifies as a cousin of Viscount Lascelles) related to Reuter that he was stopped with Mr. Maxton, who is the Chairman of the League of Anti-Imperialism, and Mr. Saklatvala by the Maritime Commissioner at the Passport barrier.

Entry Prohibited. The official informed them that the Minister of Justice had issued an order prohibiting their entry into Belgium. Their passports, tickets and luggage were taken away.

They immediately got into communication with the British Ambassador at Brussels, who promised to take the matter up with the Belgian Government.

Mr. Maxton telephoned to Mr. Stanley Baldwin, the Prime Minister, requesting Foreign Office intervention.

Allowed To Proceed. Later. The British delegates to the congress of the league of Anti-Imperialism have been allowed to proceed to Cologne after the authorities had examined their papers.

PARKER GILBERT TO RESIGN.

NEW YORK RUMOUR.

[REUTER'S AMERICAN SERVICE.]

New York, Jan. 15th.

According to the *Herald Tribune*, Mr. Parker Gilbert intends to resign his position as Agent General for Reparations.

(It will be recalled that recently Mr. Parker Gilbert issued a very optimistic review of the financial and economic condition of Germany, which was very strongly resented in that country.)

Mr. Parker Gilbert is at present taking a holiday in the United States.]

Telegrams in Brief.

M. Koechlin has been appointed French Consul-General at Shanghai.

Official figures regarding the trade of the United States reveal that American foreign trade in 1928 attained a record with the exception of 1920. The exports totalled \$5,123,000,000, and the imports \$4,080,000,000.

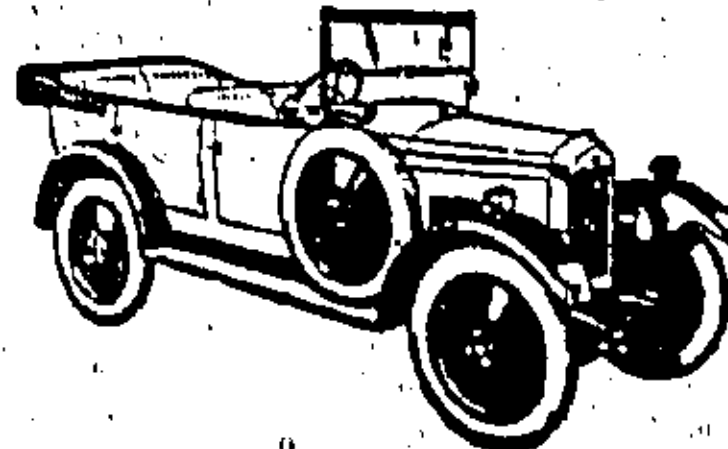
The late Mr. Benjamin Duke, the tobacco King, who died last week, left the bulk of his estate, which is valued at \$600,000,000, to his daughter. He left \$1,000,000 for charitable purposes.

Lady Bailey, in her Moth aeroplane, started this morning from Le Bourget for Croydon, to complete her long return journey from Cape Town. She had been held up in France since yesterday week by fog in the English Channel. She was forced to alight at Le Touquet, it being still misty over the Channel.

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GILMAN & CO., LTD.

1929 OVERLAND WHIPPET.

BID FOR THE SMALL CAR MARKET.

MANY INTERESTING FEATURES.

Messrs. Gilman & Company have just received their first model of the 1929 Overland Whippet cars and it is, on view, and ready for demonstration, at the Duro Motor Garage, Nathan Road, Kowloon, the Service Station for this car.

The car is the first of the 1929 models from America, and has outpaced the catalogues and booklets describing it. The model was inspected by our representative at the Duro Garage but before describing the car, it would be well to mention its general appearance. It is a four seater Sedan of a totally new design and a great improvement over last year's model. The body work and finish are of a high standard and will appeal to anyone desiring a handsome car. There is no stinting in details, and the interior includes a type of upholstery similar to that found on the highest priced cars. The bonnet over the engine is raised to the same level as the windscreen but the driver's view of the road is in no way obstructed. He has a full vision view as do the passengers in the rear seats.

Handsome Headlights.

The good appearance of the car is enhanced by the large and handsome chromium-plated "twilight headlights," mounted beside a radiator

of totally new design. Incidentally, the radiator is almost twice the size of the last year's model, and extends the full length of the front of the car. The radiator band and cap are heavily nickel plated to match the headlights, which are stayed with a metal rod across the radiator to prevent vibration.

Standing in front of the car one notices the new type of mudguards, of one piece, and made of strong sheet metal, capable of standing vibration and wear. The low type of body is set off with a neatly designed windscreen, and engine bonnet. To sum up the general appearance of the car, it is one of which the owner may be justly proud when he parks in company with the most expensive makes of car.

Engine Features.

There are several small but important new features of the 1929 Overland Whippet engine.

The engine remains of the four cylinder type, but of increased power capacity. The bore of the engine remains the same—79.37 m.m., but the stroke is increased from 111.12 m.m. to 120.05 m.m. giving an increased capacity displacement of 2,357 c.c., compared with last year's model of 2,199 c.c. Although the horsepower rating given by the American Automobile Association remains the same—15.6 h.p.—the actual horsepower is increased from 32 h.p. to 40 h.p. The valve operation, and cooling system remains the same, but should prove much more efficient with the new large radiator. The carburetor intake and exhaust manifold are redesigned, with improved results. The ignition and generating system which have proved so reliable and satisfactory remain the same.

MOTOR NOTES

Controls.

Turning to the driver's seat we find that ample leg space is provided, and the steering wheel comes exactly where it should be for maximum control and comfort. Incidentally, the steering wheel is of a new type with a thin grip and gnarled wood which greatly adds to the ease of driving.

Known as the "phinger-tip" control a knob is mounted in the centre, the working of which is extremely ingenious. To start the motor the knob is pulled up, and a light press works the electric horn. A turn to the right will give the parking lights, and a dim light to the head lamps which is extremely suitable for dimming work in town. Another turn will give a slightly stronger beam to the front headlights for ordinary town use, with the beam deflected slightly downwards. A third turn produces the maximum full-beam of the headlights, which is the slightly raised beam for night country touring. The gear lever, the hand brake, and throttle controls remain the same. An electric screen wiper is mounted on the one piece windscreen with the switch close by and readily accessible. A turning handle is placed next to the switch for opening and closing the windscreen which moves outwards, pushing or tightening thus being unnecessary.

The Dashboard.

The dashboard and instruments supplied to the model are small and neat. They include a spark button, carburetor choke, throttle control button, and the oil pressure gauge, ammeter, and speedometer are neatly mounted under glass with a small dashboard light to illuminate them. An ignition (electro) lock is the remaining instrument. A neat door lock is fitted into the handle of the door next to the driver. The remaining three doors may be locked from the inside, and after locking the driver's door, the car is theft proof. The one-piece windows fitted to the doors are raised or lowered by the means of a handle from the inside.

The Same Price.

The car is fitted with 28 by 473/19 Fisk tyres, which are rapidly gaining popularity. We are informed that the price of the new Overland Whippet "Four" will remain about the same as last year's model. The model is on view at the Duro Motor Garage, and is ready for demonstration purposes. Prospective buyers should avail themselves of the opportunity and give the car their close inspection and consideration.

POWER EFFICIENCY OF PETROL.

TWO IMPORTANT FACTORS FOR MOTORISTS.

Few people, as they gaze at their ideal car, have a thought for the necessary complement—the fuel that makes the wheels go round. Yet it is just as important to have a perfectly produced fuel as it is to have a perfectly manufactured car. Fortunately, with the advance in automobile engineering has gone an even more marked advance in the science of oil-refining and the blending of motor fuels. Much valuable research work has been carried out at the instance of a large oil companies on the behaviour of petrol mixtures in the internal-combustion engine. The Empire Motor Fuels Committee has had similar researches carried out on the behaviour of alcohol and alcohol-ether mixtures. Some review of the results of these fascinating experiments may help petrol consumers to appreciate the problems of the petrol producers.

However little motorists may know about the petrol they use, they will judge it, quite rightly, by the degree of its tendency to "knock." The joy goes out of motoring when one hears that hateful "pink." "Knocking" means loss of power and economy. The spark has to be retarded and the

mixture enriched, which means that the engine gets hotter and more petrol is consumed. Freedom from "knocking," on the other hand, implies that the car will stand an advance spark, even up hills, so that the engine keeps relatively cool and less petrol is consumed. In other words, more power is obtained at less cost. Clearly, the tendency to "knock" is the one outstanding factor determining the practical value of a petrol. Compared with this all other considerations are of secondary importance. But what exactly is a "knock" or "pink"? Probably not one in a hundred motorists could give a correct answer.

The truth is that there is little exact knowledge even now of the behaviour of the exploded petrol mixtures in the internal-combustion engine. Every explanation of a "knock" is in the nature of a theory. Mr. H. K. Ricardo's theory is, perhaps, the one generally accepted. In more or less his own words: when the mixture of petrol vapour and air is compressed to a high pressure and to a temperature approaching that of its self-ignition temperature, and is then ignited by the spark, the flame at first spreads by the normal process of combustion, compressing before it the unburnt portion of the charge. When the consequent rise in temperature of this unburnt portion is more rapid than the rate at which its heat can be given off, then spontaneous ignition takes place, and an explosive wave is set up which strikes

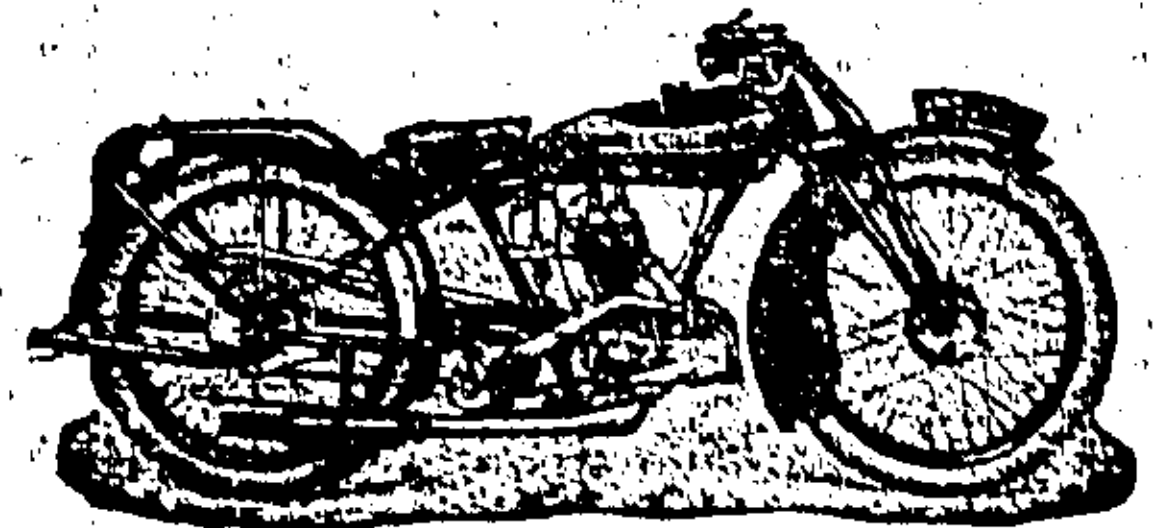
the walls of the cylinder with a hammer-like blow causing the familiar "pinking" or "knocking," which the scientists call "detonation." It is quite different from pre-ignition proper—that is, from self-ignition of the mixture of petrol vapour and air before the passage of the spark. But "knocking," if persisted in, will so raise the temperature of the points of the sparking plug as to cause pre-ignition. Now, then, is "knocking" to be avoided?

Mr. Ricardo has proved that "knocking" is less the lower the rate of burning of the fuel. The reason for this, according to his theory, is that if the rate of spread of the flame is sufficiently slow the unburnt portion which is being compressed can get rid of its heat quick enough to avoid self-ignition. In all cases it seems that a low rate of burning is advantageous.

No motor fuel has yet been found of which the rate of burning was too low to permit of maximum efficiency being obtained in the highest-speed engine yet tested. Mr. Ricardo next showed that the rate of burning was affected by the chemical composition of the petrol—that is, by the relative proportions of aromatics, naphthenes, and paraffins it contains; that the smaller the proportion of paraffins the better from almost every point of view; and that a certain proportion of aromatics, estimated at about 20 per cent. for the majority of commercial motor engines, practically eliminated the tendency to "knock."

To judge, then, the quality of a motor spirit by its specific gravity or even by its final boiling-point is entirely misleading. If naphthenes aromatic hydrocarbons are (Continued on page 9).

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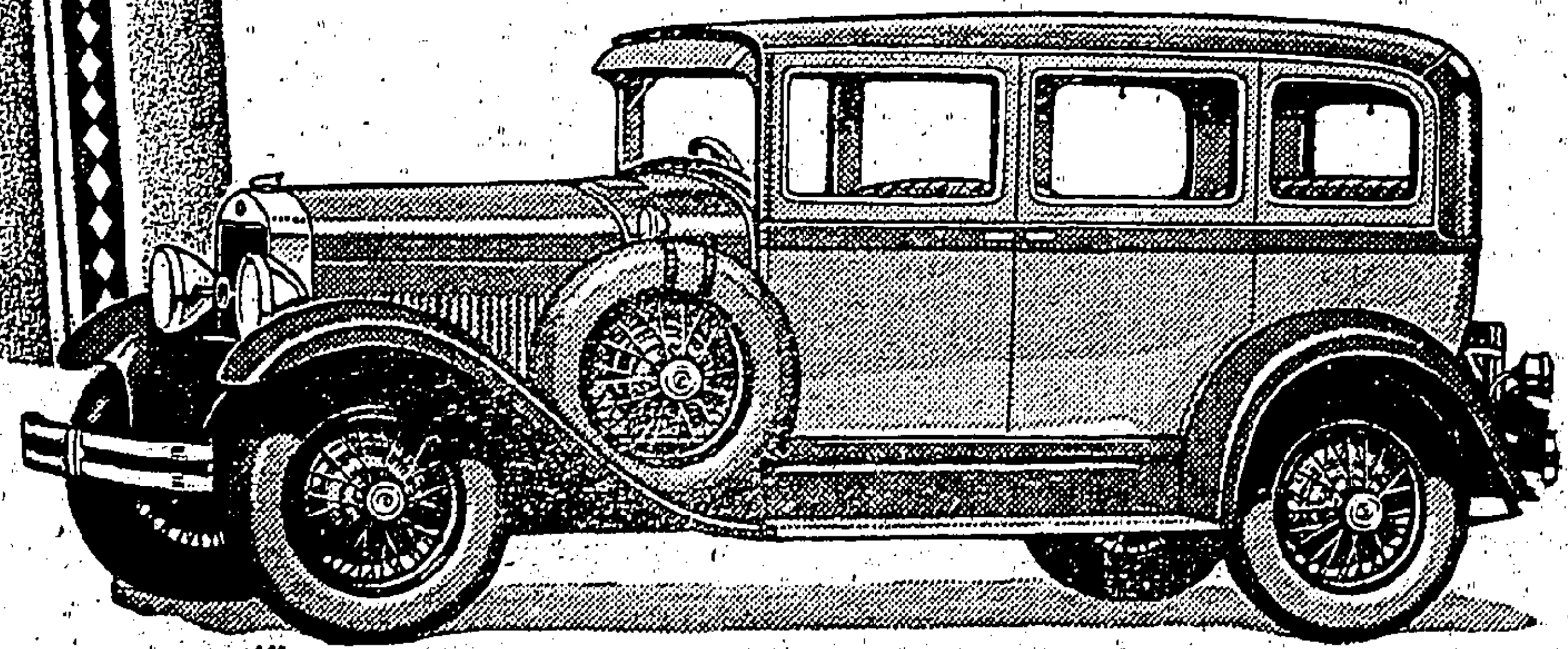
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THE MOTOR-CAR IN COURT.

[BY A LONDON BARRISTER.]

The pedestrian who runs furtively across the road, to which, in theory, he has as good a right as the motor-car, has no time to consider the legal consequences of the accident to which he must inevitably prove a victim some day. Yet they are sufficiently important, as is shown by the fact that 162 out of the 360 Common and 50 out of the 100 Special Jury actions in this term's list are claims for personal injuries suffered for the most part in traffic accidents. Added to this, there are a certain number of non-jury actions, besides the thousands of minor accidents which only furnish business to the County Court. There are also some claims under Lord Campbell's Act for fatal accidents, but these are of less importance. It has always been cheaper to kill a man than to injure him.

It will be seen, therefore, that in the present slump of litigation there is some truth in the fact that the Bar, so far as it does not live on the Bar Benevolent Society, is supported by insurance companies. For the defendants are almost invariably insured; if they are too poor to pay the premiums it is probably not worth proceeding against them. It is said—and would be readily believed by anyone who listens in a common jury court—that third-party insurance is ceasing to pay; but the profits from other forms are large enough to provide a fund from which the defendant's costs are invariably paid, and in about seven cases out of ten the plaintiff's also—for that is the accepted proportion of wins—and the plaintiff's solicitors are always ready to present a bill of costs, with every possible item, pressed down and running over, so that even the plaintiff's counsel may expect a reasonable fee. Anyone suing as a poor person gets negligible costs, but this lessening of the risk may be discounted, for no one with any chance of success against a solvent defendant need ever consult the Poor Persons' Department. Members of the legal profession will always be forthcoming to do the work as a speculation; indeed, it has been credibly stated that their representatives ride on the ambulances and administer the bandage with one hand and the retainer with the other.

Speculative Solicitors.

So far no one but Judge Parry has dared to say a good word for the speculative solicitors. But provided they do not too grossly overcharge their clients, and provided they do not—as the best solicitors are tempted to do—accept inadequate settlements which include large sums for costs, it is difficult to see what harm they do, save to the *amour propre* of the legal profession. Even if their charges are high they are bringing actions for nothing, possibly even putting up money, on behalf of people with perfectly genuine claims, for the very fact that it is their own money which they risk prevent them going on with cases that are too thin. The same thing cannot be said of the Poor Persons' Department. The briefless barristers who appear the solicitors—usually article clerks doing it for practice—have no desire for their clients to discontinue, their clients are at any rate never out of pocket, and under the aegis of the Department there are frequently thought actions which have been started and then dropped as hopeless by discredited firms of solicitors. The fact that a poor person seldom recovers anything is no reflection on the barristers who appear. In a case in which the present writer was engaged, the insurance company's solicitors actually rang up to ask if the plaintiff—whose inflated claim for special damage was £200—would take £20, for, said they somewhat naively, "We should have to mark Mr. —'s brief 20 guineas, and we may as well pay the money to your client as to our counsel, though, of course, you haven't a chance."

Collecting Damages.

A perusal of the cause lists is a warning to anyone whom Fate deems to be a pedestrian, but granted the accidents—and no one is prepared with any scheme for preventing them—it is difficult to see how the method of collecting the damages could be made more efficient. It is sometimes said that the law as to negligence is needlessly pedantic and complicated, but it has been considerably simplified by the epoch-making judgment of Lord Birkenhead in the "Volvo" and by the general good sense of county court judges, who, disregarding the subtleties of the law, put to juries the simple question: "Whose fault do you think it was?"

(Continued on next Column.)

POWER EFFICIENCY OF PETROL.

(Continued from Page 8.)

present in any large proportion, as is sometimes the case, then it is a substantial advantage to have a high specific gravity. The power efficiency of petrol is therefore solely governed by its chemical composition. The revolutionary nature of these discoveries may be appreciated from the fact that the petrol which one of the big oil companies was selling ten years ago as a "No. 3" was found to be the best petrol it had so far produced for running an aeroplane or a motor-car.

But the petrol must not always be blamed for the "knock." The motorist is very often careless of the fact that the fault may lie with the condition of his engine or even with his engine design. Mr. Ricardo makes the surprising statement that the combustion chambers in many engines are designed so as to encourage "knocking." The position of the sparking plug and of the exhaust valve may each allow a portion of the mixture to become stagnant or entrapped, and so liable to be self-ignited. Further, Mr. Ricardo makes the still more surprising statement that most of the commercial engines to-day have already too high a compression to enable them to run efficiently on many or even most of the brands of petrol now on the market. If that be so, most cars are running with the ignition too far retarded and the mixture too rich.

The two important factors, then, on which the whole pleasure of motoring depends, are the chemical composition of the fuel and the pressure of compression in the engine. It is obvious that the designer of the motor engine needs to collaborate more closely in future with the producers of the motor fuels.

But law is one thing, actually getting one's money is another. Three unlooked-for misfortunes may befall the plaintiff. First, the defendant's insurance company may be insolvent, but this has seldom happened save in the case of the Lancashire and General, which made it a settled principle never to pay a claim till served with a winding-up petition. Secondly, though the insurance company is solvent, the defendants themselves may not be. The average reader might suppose that anyone who got his insurance company to pay a large sum in respect of a third-party claim and then kept it would come perilously near fraudulent conversion; but the Court of Appeal has decided that this is not in the case of liquidation, and so both the injured person and the insurance company lose. Thirdly, it may be that the defendant has failed to insure, and in this case a claim against him is almost certainly abortive.

Third-Party Insurance.

Earl Russell and others have a remedy for this, suggesting that third-party insurance should be made compulsory and parliamentary candidates are asked to pledge their support of such a measure. But it has its disadvantages. That people when once they were insured would become careless is not a serious argument, for nothing could exceed or increase the carelessness of a man who forgets to insure. And though theoretically it is wrong to compel a man who is capable of paying any claim to shift his risk, he would not be prejudiced, for such persons in practice always do insure, if only for the advantage of having skilled persons to resist the plaintiff's solicitors. Parenthetically it may be remarked of running-down actions that if the plaintiff's witnesses did not see the accident, the defendant's frequently were not there. But the implications of Earl Russell's scheme have never been worked out. Who is to prevent the insurance companies forming a ring against the unfortunate public, who will have to take their terms or stop driving? What is to happen to the motorist who really is unusually careless; will some company be compelled to take the risk, or will he be driven from the road? And what will happen to the man who, in spite of the law, does not insure? Can a penalty be imposed sufficiently serious to intimidate him?

All these problems remain to be solved. Meanwhile, intelligent pedestrians will do well to avoid side-cars and similar small vehicles, which are not always insured and only possessed by their drivers on the hire-purchase system, so that the plaintiff will have nothing on which to levy execution. And a word of special caution should be added regarding Post-Office delivery vans, for the Crown is not amenable in tort, and where an accident is obviously not the pedestrian's fault it will probably refuse to pay.

TAKING OVER A NEW CAR.

HINTS TO THE INEXPERIENCED OWNER-DRIVER MANAGING HIS FIRST VEHICLE.

It may be assumed that the new motorist, before starting out on his car, has had lessons in driving. The new car has probably been delivered by the agent from whom it was purchased, and the owner has no greater experience of its whims and capabilities than he has been able to gain in an all too brief run beside the professional exponent.

The first time he stands before his glistening possession, with the object of driving it alone, is quite a tense moment, fraught with dramatic possibilities. The car should be looked over carefully for any sign of looseness in the fittings. Wings, head-lamp brackets, running boards and the like should not show any trace of movement or rattle. If they survive the first two hundred miles in silence they will probably be in order for the next several thousand.

It is the first few hundred miles which are most critical in the life of any car. Nuts on newly assembled parts are apt to slack back a time, and they should be tightened again promptly. The locking device of the detachable wheels (or nuts on steel-spoked or disc wheels) should also be tried, occasionally, and tightened where necessary.

Making The New Car's Acquaintance.

Just looking over the car in this way on the morning of your first real acquaintanceship with it will be beneficial. It will soothe the nerves; become a familiar object, and take the mind off the previous, if arrived at conviction that it will never be possible to reverse out of the motor house without scraping the wings.

Starting up is the next problem. Set about it by continuing the examination of the car. See that the full amount of water is in the radiator, fuel in the tank, and oil in the sump. (The makers' instruction book will tell you how to verify this.) Next make quite certain that the fuel is turned on. Flood the carburettor, partially retard the ignition, and switch it off. Place the gear-lever in neutral, and apply the hand brake firmly.

Now turn the starting handle slowly for three or four revolutions—not more. If young, vigorous, or curious, switch on and give the handle one sharp pull up and the engine should start. If it fails, or if none of the above three virtues is present, take the seat and operate the electric starter. No new engine should fail to respond to a few seconds' application of the starter motor with batteries fully charged.

Now comes the moment. To an inexperienced driver, it seems a mighty proposition to let a strange and unfamiliar car move under its own power; as a matter of fact, the average modern car is so docile that the process is in the nature of an anti-climax.

Before actually driving out of the motor house, it is well to make quite sure that one knows the movements of the gear lever in its gate (although the latter may be an imaginary one if a central ball control is fitted). If the budding driver is at all worried as to remembering the gear positions, a simple diagram pasted on the instrument board is all that is necessary to refresh the memory.

To familiarise oneself with the "feel" of the gear lever (i.e., the amount of resistance the locks of the gear selectors offer its movement), go through all the gears in order, with the clutch well out and the engine running gently. If everything feels "happy," set the hand-throttle control so that the engine runs not quite dead slow. Disengage the clutch and, as the case may be, push or pull the gear lever into first speed (or reverse if one has to back out of the motor house), release the hand brake, and at the same time gently withdraw the pressure from the clutch pedal.

The Best Of All Advice.

To a beginner with a new car there is only one rule: "Don't chance it." Never take a risk. Regulate the speed so that it will be unnecessary to use the brakes at all except for an actual stop. Look ahead and control the throttle so that the car merely rolls up to a potential danger zone. If there is likely to be a difficulty ahead, change down early. Don't go round a blind uphill corner on the high gear and then have to change down in response to obvious engine distress. Change first and let the engine think you know something! Make no movement without first having it in your mind.

A new car should be driven gently for the first five hundred miles. The oil should then be let out of the sump and replaced by a fresh supply which should last from one to two thousand miles with occasional replenishments.

(Continued at foot of next column.)

MOTORISTS AT FOX HUNTS.

CONTROLLING A "NUISANCE."

Steps to prevent over-enthusiastic motorists from spoiling the fun of fox-hunting at Melton Mowbray, the Prince of Wales' favourite hunting district, have been taken by the masters of the Belvoir hounds. A "motor field master" whose duty will be to keep motorists following the hunts from getting in the way of the fox, dogs, and hunters, has been appointed.

For some years past there has been an increasing number of motorists who drive to the starting place of the fox hunts in their cars, and then follow the progress of the hunt by driving along roads running parallel to the cross-fields course taken by the mounted hunters. In some recent hunts this procession of motor-cars has been as much as a mile long. The hunters complain that the odour of the exhaust of the cars deadens the sensitiveness of the noses of the hounds and makes them lose the scent of the fox. They also complain that frequently the wily fox suddenly cuts across roads through the stream of motor traffic with the result the pursuing hounds and hunters get all tangled up in the traffic, endangering the lives of the riders. Nearly always this manœuvre enables the fox to escape.

With the appointment of a motor-field master, however, it is expected all this will be changed. His duty will be to keep the motorists herded in lines back of the hounds and hunters, and prevent them from getting on to roads that the fox is likely to cut across once the hounds have started him from "cover."

NEW UGANDA RAILWAY.

FROM THE NILE TO KAMPALA.

Kampala, December 13th.—At 11 o'clock this morning the Kabaka of Buganda (Sir Daudi Chwa, K.C.M.G.), in the presence of a large and representative gathering of Europeans, performed the ceremony of cutting the first sod of the Kampala-Jinja railway at mile 21 on the Kampala-Jinja road. Mr. J. R. P. Postlethwaite, Provincial Commissioner of Buganda Province, referred to the occasion as being of great importance to the Uganda Protectorate generally and particularly to the Buganda Province. The Governor, Sir William Gowers, and Brigadier-General G. D. Rhodes, Acting General Manager of the Kenya and Uganda railway, also spoke. Before turning the first sod the Kabaka said:—

"It gives me the greatest pleasure to be able to perform this ceremony of turning first the sod of the railway line to connect Buganda with the main line of the Kenya and Uganda railway. It is unnecessary for me to emphasize the importance of the joining up of Buganda with the main line. I heartily hope my people will come forward and volunteer to build this line themselves, as the line will undoubtedly prove most beneficial to the people of Buganda."

After speaking in English, the Kabaka addressed the gathering in Luganda (as the language of the Baganda is called).

The Last Extension.

Less than a year ago—in January last—the main line of the Kenya and Uganda railway was extended to the Nile at a point on the Buganda railway, 43 miles north of Jinja, and on the right or eastern side of the Nile, which issues, full grown, from the Victoria Nyanza at the Ripon Falls, close to Jinja. The building of a railway from Jinja to Kampala (which is the commercial capital of the Uganda Protectorate) was authorized in August of this year. The new railway will be approximately 60 miles long. To connect with the main line the Nile will have to be bridged.

£100,000 CLUB FOR LONDON.

NEW HEADQUARTERS FOR ROTARIANS.

It is proposed to build a £100,000 club for Rotarians in London. There are forty-five Rotarian branches in London, with a business headquarters in Norfolk-street, and a secretarial department in the Hotel Cecil, but there is no central club.

It is proposed to set up an international committee to deal with the matter.

The club which will provide residential and other accommodation, will be run on the lines of the Royal Automobile Club.—Daily Express.

If all the little routine jobs of lubrication, replenishments, tightening up fittings, adjusting brakes, etc., as the parts bed in, are faithfully carried out for the first half-thousand miles, any modern car will more or less "look after itself" thereafter for a very long period.

To put it briefly, then, the best advice that can be offered to the new owner-driver may be summed up in two words: "Be deliberate."



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IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

In the Goods of EDWARD CHARLES DUNFORD, late of the ORCHARD, NORTHUMBERLAND ROAD, WILLENHALL, NEW HAMPTON, in the County of HARTFORD, in the County of KENT, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of the Provisions of Section 58 of Ordinance No. 2 of 1897, made an Order Limiting the Time for Creditors and Others to send in their Claims against the above Estate to 7th DAY of FEBRUARY, 1929.

All Creditors and Others are accordingly hereby required to send their Claims to the Underigned on or before that Date.

DEACONS,
Solicitors for the Executors,
1, Des Vaux Road Central,
Hong Kong.
(7233)

FANLING HUNT STEEPCHASES.

SATURDAY, 19th JANUARY.

FIRST RACE—3.00 P.M.

ADMISSION

To Public Enclosure—\$1.00.
(Soldiers and Sailors in Uniform—
Half Price.)

CARS PARKED ON THE COURSE
\$10.00 EACH.

SPECIAL TRAIN—
Leaves Kowloon 1.50 P.M.
Returns 5.40 P.M.

FIRST CLASS RETURN FARE including
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FREE PARKING FOR CARS.
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THE HONG KONG JOCKEY CLUB.

ANNUAL RACE MEETING.

25th, 26th, 27th FEBRUARY,
AND 2nd MARCH, 1929.

DRAFT PROGRAMMES and
ENTRY FORMS are now
Ready and may be obtained at the
RACE COURSE, HONG KONG CLUB and
CAUSEWAY BAY STABLES.
Hong Kong, 15th Dec., 1928. (7109)

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Five-Roomed and Six-Roomed
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Rooms and Out-houses, Two Lifts.

Apply to—
CREDIT FONCIER
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4th Floor,
FRENCH BANK BUILDING.

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ROAD CENTRAL, Ground
Floors Only, opposite QUEEN'S
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Fully Furnished, Modern Sanitation,
Servants' Quarters, Garden.—Apply
F. A. MACKINTOSH. (7169)

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Bronchitis, Cough, Constipation, Dia-
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CONTAINING ALL THE WEEK'S
LOCAL NEWS.

The Paper to send Home.

FANLING HUNT NOTES.

SATURDAY'S RUNNERS AND PROSPECTS.

[By EARLY BIRD.]

Entries are good all round with
clases well represented. That is the
opinion of every one interested in
the next steepchase meeting of the
Fanling Hunt which will be con-
ducted at Kwant racecourse next
Saturday.

The January Plate.
The first race will commence at
3 p.m. sharp and the January Plate
which is the curtain raiser is sure
to be a very interesting event as
some of the best stocks at present
performing at the little country
meeting will be racing in this event.
Dr. Reidy, the clever trainer and
jockey, has two candidates entered
in this event Aristophanes and Lock
Rannoch and as the Doctor never
sends a contender to the post unless
he is fit and well I have no doubt
there will be something doing at the
finish. Solitaire is a wonderful
fencer with a fairly good turn of
speed and should keep the oppo-
sition busy provided he has the
services of a light and competent
rider. In the entries I notice that
Skipper has acquired a new owner
and I fancy he has the makings of
a rattling good chaser. He is still
nothing to speak of on the flat, still
he has a very fine finish and will
fight like a demon on occasions,
which is an essential in a steepchase.
I shall keep my eye on this
chap and I'll tell you a story as
soon as I see him in action.

Blotting Paper, has been doing
some good practice work on the
track and should be in fine fettle
at Saturday's meet. Craigavad had
a nice easy gallop over the country
last Sunday which should de-
monstrate his engagement over next
week-end and Durham has a daily
round of the course and should go to
the post fit and well.

New Year Maidens.

Here again I am confronted with a
number of new ponies who have not
been heard of before. Consequently
I shall have to let them slide
until I can see them working myself.
Target who was heavily backed at
the last meeting but was beaten by
an outsider is sure to show a con-
siderable improvement on his recent
form, and should make amends for
his disappointing display at the last
meeting. Newfoundland will endea-
vour to get the support of his
backers after his none too convinc-
ing display when last out, and as
I happen to know he is jumping very
well at the moment, he may possibly
have a clean slate after Saturday's
meet. Mr. Morgan, his rider, is
confident he will run much better
than he has had a little extra
schooling. Morangher I have not
seen but a little bird told me he
is to be one of the surprises of the
meeting but from what I know of
this little pence I am still of the
opinion he will figure amongst the
"also ran." Sheila might possibly
have a chance of getting a place
with her light impost of 147 lbs. but
she will be ridden by Mr. Hawke
who hasn't a possible in life of
weighing less than 170 lbs. which
will not give the pony much chance.

Winter Handicap.

My Lady looks a certainty for
this event. She is a superior "A"
Class pony amongst a field of "B,"
"C" and "D" Class ponies and
although six of the other entrants
have won steepchase races they
are still inferior in class to the mare
who is equally at home over the
jumps or on the flat. Her impost
of 163 lbs. is really only 7 lbs. over
weight for inches which considering
her quality is not too much of a
burden for her to manage in a one
and a quarter race. Lock Rannoch
should perform well here and is
thought by his connections to have
a chance any where as he can
always be depended upon to stand
up.

Blotting Paper is looking extra
fit at the moment and will bear
inspection in this event. Siang
River is a handy customer in the
country and should hang on provid-
ing he does not topple in the back
stretch, when he usually has a bad
habit of pecking. Borderer and
Caviere will be amongst the other
runners but I do not think they will
beat the rest of the opposition
although they may possibly figure
as placers.

Grand Military Cup.

Much as I like the chances of
James Pigg I think he will be beaten
by Ace of Spades consequent on the
jockeyship of "Geoff" Shillington
who is a crackjack rider with an
abundant share of horse sense,
courage and good judgment. He is
up to all the fine points of the game
and if his recent accident does not
cramp his style he should come home
on the bit. Ace of Spades is a
flyer and a stayer who has been
called on to win his race twice over
at recent meetings but he proved
equal to the test and showed us
all what a game pony can do when
properly handled.

James Pigg is no ordinary cus-
tomer. I have seen him regularly
humping 200 lbs. of the best over
all kinds of country and treated it
all as if his jockey was a champion
lightweight. In the light of other
performers he must appear a serious
contender in this event.
(Continued on next Column).

JANUARY POINT-TO-POINT RESULTS.

LAST SATURDAY'S EVENTS.

[By EARLY BIRD.]

The popularity of these week-end
fixtures were evidenced by the
enthusiastic gathering who turned
up to see the Light and Heavy
weight point-to-point events which
were conducted last Sunday in close
proximity to the Kwant racecourse.

Amongst the onlookers present I
noticed the Commanding Officer of
the King's Own Scottish Borderers,
Lieut.-Colonel Comyn, Major-Lake,
Mr. Elliot, Mr. Rayfield, Allan
Gordon, Mr. Boistragon, Mr. Stub-
bings, the Master of Napier and the
Hon. Mrs. Napier, Capt. and Mrs.
Perfect, Dr. McGown, Abel Smith,
Mr. Todd, Mr. Backhouse, Mr.
Hutton Potts, Miss de Bierre, Miss
Haseland, Mr. Haseland, Mr.
Rodgers, Mr. H. Birrell, Dr. F.
Piercer, Mr. "Geoff" Shillington,
and a large number of other
interested sports. Mr. Mattingly
who was the Master of Ceremonies
had flagged out the course early on
and after ascertaining the starters
(Continued on next Column).

He will be in the judicious hands
of Dr. McGown himself, a rider of
no mean ability, and one who should
give the pony the best possible
chance of winning his race. I am
confident a better selection of a
rider could not have been made. As
You Like It ran very well in two
non-winners events at the last
Christmas Meeting and although he
is not such a quick beginner he is
a peach of a stayer and if well
ridden should be well up at the
finish. Dumbell with 158 lbs. figures
amongst the possibles, but as he
will be ridden by his owner who
will certainly have to carry a con-
siderable amount of over weight I
am afraid the chances of the pony
winning will be interfered with. It
is most unfortunate that Mattingly
is so heavy as he is a good cour-
ageous rider who handles his mounts
in businesslike fashion and would
assuredly give his mount a hundred
per cent. service if he were some-
where near the weight. Grey Eyes,
in my opinion, is not suited for the
distance and although he may run
well enough I do not think he will
catch the eye of the judge.

Good Resolution Stakes.

Mowgli, who has won more races
at Fanling than any other pony, is
an absolute let in for the last race
which is made possible owing to
the terms of the event. It seems a
little over the odds that other
owners have to enter their candi-
dates in three or four races in
order to give them a reasonable
chance of a win and yet a pony who
has had frequent wins on the course
is able to compete in a race at
weight for inches with a hundred
per cent. chance of winning the
event with the necessity of only
having been entered in one race out
of five. If Mowgli had been enter-
ed in the Handicap race he would,
according to form, have occupied
the position of second top weight
with a probable impost of 180 lbs.,
having to give weight to at least
four of the best ponies in training.
Very well then, according to the
terms of the last race the owner
of Little River is compelled to
enter his pony, because it is a
forced entry, in spite of the fact
that if he is to be started he must
carry 157 lbs. which means that he
will have to give Mowgli 12 pounds.
Again we find Ace of Spades is
entered for the Military Cup with
the greatest certainty in the world
that he will go there although the
distance is two and a half miles,
yet he is compelled to enter in a
forced event which is run immedi-
ately after his own race and is
penalized to the extent of 170 lbs.
for the privilege of having his name
included in a race where on no
account would he have started in
the face of having to carry such
an impost. If the intention is to
prevent winners from winning again
would it not be a better idea to out-
side this forced business and sub-
stitute a Classic Handicap with an
entry of \$10? Ponies would then be
handicapped according to their
ability. As I have said before the
public like to see good ponies win
races and do not like to see ponies
pushed out of races on account of
having to carry impossible burdens.

Look me up on Saturday in the
Daily Press and I will tell you all
the winners!

AMENDED FIXTURE LIST.

January.

Saturday, 19th—Steepchase Race
Meeting, Kwant.
Sunday, 27th—Cross Country
Scramble—Meet at Race Course
at 10.30 a.m.

February.

Sunday, 3rd—K.O.S.B. Gymkhana.
Saturday, 9th and Sunday, 10th—
Paperchase, etc., at Canton.
(By kind invitation of the mem-
bers of the Canton Ride).

Information about the Paper
Chase, etc., at Canton is now to
hand and can be obtained from
Thomson & Co., York Buildings,
Chater Road.

for the Lightweight race, gathered
the starters which made up a dozen,
explained the course and set them
off without any delay. They were:

1. Honeymoon, 135 lbs., Dr. MacGown.
2. Siang River, 148 lbs., D. A. Cave.
3. Kiang Su, 140 lbs., Clarke.
4. Lochan, 152 lbs., MacLaren.
5. Shingle, 154 lbs., McCartney.
6. Little Darling, 154 lbs., Patten.
7. Six Hundred, 146 lbs., Stanton.
8. Country Mouse, 140 lbs., Davy.
9. Zebra, 140 lbs., Stuart-Smith.
10. Nobleman, 140 lbs., Davidson.
11. Sea Hawk, 132 lbs., Charles.
12. Cumberland, 152 lbs., Richardson.

Dr. MacGown took up the run-
ning and set a steady pace for the
first point which was situated im-
mediately at the rear of the Jockey
Club stables at the foot of Dow's
Hill. Passing on over the hill they
turned a trifle left, averted to the
right and made a bee line for Point
2, which was on the north bank of
the river. The rider of Sea Hawk
had no less than five falls between
the start and Point 2 and, as he
explained later it was too close to
the big meeting to take risks,
simply rode to the first hill and
watched the race. Dr. MacGown
lost the lead to Clarke just after
crossing the river but owing to a
nasty ditch which was a worry to
a few of the field he made up the
deficiency just before reaching the
main road and was leading as they
came into sight on the foothills
which lie to the South of the main
road. With the exception of the
first three the rest of the field were
well strung out. Clarke spoilt a
very good chance of winning by mis-
sing a point opposite the run in and
had to be taken again, which allow-
ed the other two runners to finally
finish ahead. MacGown was first
on Honeymoon, Cave second on
Siang River and Clarke third on
Kiang Su.

THE HEAVYWEIGHT.

Eleven riders faced the starter
for this event and four lady riders
were amongst the number.

They were:—

1. Craigavad, 180 lbs., Alec Potts.
2. Why, 170 lbs., Wallace.
3. James Pigg, 190 lbs., Macnamara.
4. Tarzall, 180 lbs., Miss Clarke.
5. Sheila, 180 lbs., Hawke.
6. Strathlone, 180 lbs., Beck.
7. Skipper, 180 lbs., Scott Elliot.
8. Safety First, 180 lbs., Lake.
9. Conquistador, 175 lbs., Kendrew.
10. Durian, 180 lbs., Miss Chubb.
11. Ray Run, 180 lbs., Miss Harston.
12. Cave Man, 180 lbs., Col. Comyn.

The most remarkable thing about
this race was the determined show
which was made by our lady en-
trants. They certainly kept the big
fellows busy and from the start to
the finish were always a danger.
Mrs. Chubb took the lead at the
word go and set a merry pace with
Craigavad, James Pigg, Skipper
and Sheila well up. In the next
group all the ladies were well re-
presented and were riding with
plenty of confidence. At the second
point Potts took over the lead and
somewhat over the wide and
made for the road which had to
be traversed for a considerable dis-
tance before a crossing could be
made. At the first point over the
road Potts led with Scott Elliot and
Hawke well up. A few lengths in
rear Macnamara closely followed
by Kendrew and Beck, were trying
to get in touch with the van.

As they came in sight of the
finishing flags a good finish was
predicted as there was a bunch of
about four riders who were all close
together. In the run in Skipper
blundered and allowed Craigavad
to get a good lead till crossing the
road when the field closed up again
and then commenced a ding dong
finish which pleased the spectators
to such an extent that they began
to urge the exhausted riders to
giddy up with the result that it was
anybody's race at the last obstacle
which was a hurdle on the race-
course. Three of the riders came
over together, Potts on Craigavad,
Cave on Siang River and Hawke on
Sheila, the last named ran out just
before reaching the finishing flags,
otherwise she would have won. Her
jockey was unseated but remounted
too late to be placed for James Pigg
hard ridden by Macnamara just
succeeded in beating Miss Clarke
on Tarzall for third place.

Alec Potts deserved to win for
he is a fine cross country rider who
exercises remarkable judgment and
can always be depended on to give
a creditable display at events of
this description.
The successful negotiation of the
course by Mrs. Lake, Mrs. Chubb,
Miss Clarke and Miss Harston,
speaks volumes for the grit of our
four riders, for believe me there
are no armchair riders in the coun-
try around Fanling and some of the
obstacles encountered in some of our
Point to Point Meets and Paper-
chases would scare the life out of
some of our homieside riders.

LOCAL FOOTBALL.

THE INTERPORT TRIAL GAME.

ARMY XI. BEAT THE SELECTED TEAM.

The game on the Hong Kong F.C.

ground yesterday was very disap-
pointing. The Selected team fielded
nine men only, and these included
Oram (Police), Hill and Larkin
(Queen's Regt.) who were not in the
eleven originally selected. The Army
fielded a good working side
and had most of the game through-
out. An Kit Sang (China Athletic)
came on after about fifteen minutes
play, while Alexander (H.K.F.C.)
turned out to complete the side
when play resumed after the in-
terval.

A smart run down the wing by
Caldcutt and centre was met by
Barclay on the run and Clarke had
no chance with a fine header.
Half-time: Army 1, Interport
team 0.
Caldcutt increased the Army's
lead with a long shot, Clarke mis-
judging the flight of the ball. The
Army continued to hold the upper
hand but Clarke kept a good goal.
Before the final whistle sounded,
Alexander beat Mott with a fast
shot, the ball going up under the
crossbar and rebounding, Gosno
making certain by tapping the ball
into the net.

TO-DAY'S GAMES.

The following games in the Hong
Kong League are down for decision
to-day:—

Hong Kong League: Division I.
(Kick-off at 4 p.m.)

Royal Artillery v. Queen's Regt.,
Sookunpoo ground. Referee:
L. S. B. A. Atkinson.

Hong Kong Police v. South China,
Kowloon F.C. ground. Ref-
eree: P. O. Cowan.

At Sookunpoo, a good game
should be seen between the two
military teams. The Queen's will
start favourites, but the Gunners
have won before when the odds have
been against them.

The meeting on Saturday between
the Police and South China is still
fresh in the minds of the followers
of the game. South China then won
in good style by two clear goals.
The Police may do better on the
Railway ground, this being smaller
than the Caroline Hill pitch. A big
crowd is expected and visitors are
sure of full value for their money
and a hard tussle is expected.

ENGLISH CUP DRAW.

FOURTH ROUND TEAMS.

[THROUGH REUTER'S AGENT.]

LONDON, Jan. 14th.
The draw for the Fourth Round
Proper of the English Cup was
made in London to-day and resulted
as follows:—

Plymouth	v.	Hull City or
Liverpool	v.	Bradford
Portsmouth	v.	Bolton W.
The Arsenal	v.	Bradford C.
Manchester	v.	Mansfield
Blackburn	v.	Bury
Burnley	v.	Derby
Accrington	v.	Swindon T.
Bournemouth	v.	Watford
Grimsby	v.	Walsall
West Brom.	v.	Middlesbro'
Aston Villa	v.	Southampton
West Ham	v.	Clapton O.
Huddersfield	v.	Corinthians
Leicester	v.	Exeter or Leeds
Reading	v.	Sheff. Wednes-
Millwall	v.	day
Northants	v.	Luton or Cry.
Chelsea	v.	Palace

Matches to be played on January
25th.

TO-DAY'S WIRELESS PROGRAMME.

CONCERT AT LANE, CRAWFORD'S TO BE RELAYED.

ON 350 METRES.

1.45 p.m.—Weather Report.
5.15-7.15 p.m.—The Symphony
Orchestra of H.M.S. Hermes (under
the direction of Mr. Comton) re-
layed from Lane Crawford's Restau-
rant. By kind permission of Capt.
Hogwood, C.B.E., A.D.C., the
management of Messrs. Lane, Craw-
ford.

March—Wounded Friend

Overture—Lustspiel Kela Bela.
Extract—Humoreske Dvorak.
Selection—Cavalleria Mascagni.
Suite—Lustig Bruder Volstead.
Suite—Kiss for Cinderella

Bucalosi
Description—Monastery Garden

Selection—Hit The Deck

8.15 p.m.—Evening Weather Re-
port.

8.20 p.m.—Evening Programme

(Columbia Records).

10 p.m.—News bulletin.

10.30 p.m.—Close down.

JARDINE'S GREAT SCORE.

FV ENGLISH BOWLING.

TASMANIA BADLY DEFEATED.

[THROUGH REUTER'S AGENT.]

LAUNCESTON, Jan. 15th.

The M.C.C. team has scored an
easy victory over Tasmania, win-
ning by an innings and 116 runs.
Thanks mainly to G. Martin, who
scored 92, Tasmania got 229 in the
first innings. Freeman captured 4
wickets for 58.

The M.C.C. declared their innings
closed with the total at 439 for 8
wickets. Jardine played brilliantly
for 114, while Mead scored 108.

Faced with the task of scoring 250
to avoid the innings defeat, Tas-
mania failed badly in face of the
bowling of Tate (5 for 35) and Free-
man (4 for 45). The side was all
out for 137.

LAWN TENNIS IN FRANCE.

CAN THE DAVIES CUP BE RETAINED.

THE CURRENT CLASSING.

Paris, December 30th (U.P.):—
There is despondency in the French
lawn tennis camp and many are the
pessimists who spread their gloomy
opinion that France will lose posses-
sion of the coveted Davis Cup next
summer.

Rene Lacoste is to blame, for Rene
has grown sour on tennis and has
sworn on a stack of rackets that
he is through with this tennis racket
for good. He has gone into indus-
trious retirement, being so occupied
with pistons and cylinders that he
has no time for tennis.

Lacoste's going will wreck the
famous "Four Horsemen," for
Jann Borotra has often threatened
to choose the first opportunity to
drop the game, and he may make
Lacoste's retirement the occasion for
his farewell to the turf-court.

Cochet, at the height of his glory,
will be back again. So will
Brugnon, but Jacques was never
able to get into his stride last sum-
mer and he is considered definitely
through as a Davis Cup doubles
player. There are two very fine
youngsters, Boussus and de Buzet,
but keen critics of the game contend
that while they are good they are
not of "Four Horsemen" calibre.

Lacoste took his decision last sum-
mer after Tilden rose to great
heights and trimmed young Rene to
the accompaniment of his father's
tears. He stuck to it all during the
Autumn, when he did not touch a
racket. The winter indoor season
hobbles along without the famous
"Alligator."

The decision of the French class-
ing committee, which ranked Lacoste
second to Cochet, while formerly
they had shared first honours, only
served to convince him that there
was no glory in sport. He is said
to have resented the committee's
action greatly.

The first six of the high-ranking
fifteen represent about all the class
there is in blue-ribbon tennis circles
in France. The others ranked high
are some prime old favourites, such
as Gouttenoire, Samazeuilh, Aron
and Danet who have cavorted
around French courts for ten years
or more. None is of real inter-
national class.

It is the same thing for women.
It is hard to understand Madame
Mathieu, a likeable enough girl but
not a great player, ranking first in
the land which produced such play-
ers as Suzanne Lenglen, and the
Gracoe-French cousins "Didi"
Vlasto and Helene Contostavlos.

Several of those ranked among
the first ten of the fifteen chosen
are gray-haired matrons. Tennis is
a decadent sport, so far as French
women are concerned. There is no
junior Suzanne in sight and
France's claims for admittance to
the Wightman Cup circle should not
be taken seriously.

The 1928-29 classing is as follows:

Men	Women
1. H. Cochet	1. Mde. Mathieu
2. R. Lacoste	2. Mde. Desloges
3. J. Borotra	3. Mde. Lafaurie
4. J. Brugnon	4. Mde. Golding
5. O. Boussus	5. Mde. Bordes
6. R. de Buzet	6. Mde. Kleynadel
7. P. Landry	7. Mde. Vauzard
8. R. George</	

FENG YU HSIANG'S ECONOMIES.

CHINESE TRIBUTE TO HIS RULE IN HONAN.

SALARIES CUT AND SQUEEZE STOPPED.

AMBITIOUS SCHEMES OF REFORM.

Tsaochow, Chihli, December 28th.—An old friend, whose son-in-law is an official in Honan, has recently returned to his home in this region. He is full of enthusiasm regarding General Feng's efficient administration of that province. Though it is admitted that the heavy taxation, of recent months, necessary to carry out the General's ambitious schemes of reform, caused much discontent among ignorant and conservative folk even there, he is obliged to applaud, however grudgingly, the insistence of their late Governor upon the honest expenditure of public funds.

This extraordinary procedure, involving a complete reversal of the immemorial habits of Chinese official life, and Feng's revolutionary methods of keeping official salaries down to a rigid minimum are exciting popular interest all over North China. One gathers that, owing to the famine conditions now prevailing in Honan, the oppressive taxation noted by many correspondents has, to a large extent, been lifted. Wise and far-seeing measures for relieving the widespread distress are being put into operation through road-making and emigration on a big scale.

Officials Grow Restive.

Of many stories, illustrating the General's characteristic sympathy for the people, one deserves to be recorded, though the incident took place several months ago. It appears that, at that period, when the strictest economy was imperative to effect a complete reorganization of the Province, all officials, whether civil or military, irrespective of their rank, had to be content with a salary of twenty dollars per month. Even the General's remuneration from the public purse was limited to this amount. A good deal of dissatisfaction was thereby aroused among district magistrates, which culminated in a strongly worded appeal to the Governor for a substantial increase to enable them to live up to their dignity. Feng's response was to summon a public gathering in Kai-feng, in which representatives of the disgruntled officials were invited to state their case before a kind of people's tribunal. He himself presided.

The Soldier's Six Dollars.

A troop of soldiers in full equipment was present at the meeting and addressing them as "Wu chuang t'ung chih" (comrades in uniform), the General dramatically expatiated on the sufferings and hardships these men had endured in past years and their honourable share in consummating the Revolution.

To-day, he continued, for long hours, these men carry their arms and full equipment, 60 lbs. weight, on the parade ground and exercise constant vigilance, all to protect your lives and hard-won liberties. What, I ask you, brothers, is your monthly wage for these hardships, so cheerfully endured? "Six dollars," they shouted like one man. "And how many months is this in arrears?" "Four," yelled the soldiers. "Ah, that is just what has happened to my own salary," replied the General.

Then, turning to the somewhat disconcerted group of magistrates, General Feng asked in scathing tones what they had done in comfort and security of their yamens to despoil the twenty dollars a month when their brave brothers-in-arms, who had exposed themselves to such deadly perils and who worked far longer hours, were satisfied with six. The meeting was thereupon dismissed and no more such petitions reached the Governor.

Idols And Other Troubles.

In regard to footbinding and the smoking and sale of opium, my informant states from personal observation that an almost ferocious campaign of repression is in full swing throughout the province. Dealers in the drug and smokers are shot without mercy and strenuous efforts are being made to eradicate the curse in the shortest possible time. Women, who venture on the public streets with bound feet, have their bandages torn off on the spot by vigilant police and, in no circumstances, are they permitted to evade the regulation.

I am assured that in no city of the Province has the god of the city (Ch'eng Huang Yeh) been allowed to remain in his temple. He has been torn by ruthless official orders from his dais, smashed in pieces and his remains consigned to neighbouring ponds or dust-heaps. My friend's son-in-law, magistrate of Chenpinghsien, on receipt of the order to destroy the city god, was considerably disturbed. The local temple is a famous one, being visited every spring by thousands of devotees, especially women, eager for sons. Indeed, a large fair is held annually in the temple precincts, at which huge

(Continued on next column).

MORE MARRIAGE SUGGESTIONS.

AN ACTRESS'S ODD VIEWS.

London, Dec. 20th (U.P.).—Trial separations after marriage are urged by Miss Viola Tree, the famous actress, as a substitute for trial marriages. The latter, she thinks, are in reality hardly marriages at all, since they dodge in the very beginning the thought of the heading irrevocability that is implied by marriage.

Miss Tree admits however that there are dangers and difficulties in the way of carrying out trial separations.

"First there is the question, 'How long should the separation last?' writes Miss Tree in the *Sunday Dispatch*. This must be governed by circumstances. If the couple could afford for one or the other to proceed immediately abroad, six months would not be too long, as distance wipes out time.

"If on the other hand circumstances force them to continue in the same town, they must necessarily hear of one another, or meet by accident, which would make even three months seem very long.

"Next there is the question of fidelity which is a fearful difficulty, one to which all depends on the character of the people themselves, on character, and not at all on circumstances. The couple would have to make their own rules and abide by them.

"What about a general rule of complete fidelity for the woman, and for the man, a reasonable liberty? This would drive some women to distraction; others might think it sensible.

"But it seems that it would hardly be a fair trial separation if they behaved as if they were not married.

"There is a modern school of thought among the intellectuals that fidelity is contrary to Nature. A silly thought! One might as well say honesty, religious belief, sobriety, gentleness are contrary to Nature."

Other questions relate what should be done with the children; who should keep the house or flat going, who pays the bills; should the children be told of the separation, etc.

"It is a dangerous thing to try," concludes Miss Tree, "I know of a couple who have done it, and the wife adores her freedom so much that she may never go back."

"Well, that is the point of trial separations. Those two are undoubtedly happier apart, though the man thinks he is not."

"Whatever is arranged about money in a trial separation should be stuck to. Money has nothing to do with love. This sounds like a platitudes, but is it realized?" "Well, friends, this trial separation in marriage has advantages. You try it—but personally, I warn you, I shouldn't risk it in any circumstances."

quantities of incense are burnt in the god's honour. Being a cautious man, the official first consulted the military commander and only acted when he learned that he could depend on the support of the troops in case of riot. The minor deities were all cleaned up before dawn one morning while the city was still sleeping, but no one dared lay impious hands on the famous idol, who for centuries had held sway over the minds of the people.

The Magistrate's Axe.

The magistrate and his iconoclasts went home for breakfast and the people, now all awake with a sense of impending doom, awaited with anxiety the fate of their presiding genius. Fortified by his meal, the official took his courage in both hands and decided that he himself must deal the fatal blow. So back to the temple with a strong military guard to face a huge crowd of spectators, thronging the courtyard and pressing into the main hall, where the god sat in military state, adorned with his gaudy regalia. With hatchet in hand, the magistrate climbed a short ladder and hacked at the idol's neck. At the second blow, off flew the axe-head with a clatter to the floor. It was a tense moment, for a deathlike silence fell upon the awed and superstitious crowd, who expected at least a thunderbolt to avenge such a desperate deed. But the magistrate had a strong nerve and, after the necessary repairs had been effected, doggedly resumed his grim task. This time he made no mistake and soon the head was severed and the body of the great god dismembered, to be carried away by coolies in baskets to a neighbouring rubble-heap.

Of course, there were the inevitable rumours all over the city that, when the axe-head flew off, it had severed the magistrate's hand and that he was at death's door. But he immediately sallied forth on horseback through the streets and before long he was back to work the opportunity of exhibiting his unimpaired hand and of justifying the morning's deed by an eloquent tirade against the evils of superstition.

General Feng recognizes the unpopularity of many of his reforms but, as he repeatedly says in public, "You all hate me now, but in five years you will hold a different opinion." — *North China Daily News*.

THE SECRET BEHIND A MURDER.

CRIME THAT LEFT NO CLUE TO ITS VICTIMS.

NEW YORK LOVE TRAGEDY.

New York, December 18th.—A mysterious double love-tryst murder, resembling in certain respects the famous Hall-Mills tragedy, is baffling the New York police, following the discovery at 7:45 a.m. yesterday of the bodies of an expensively-dressed man and woman in a sand building plot at Franklin-square, in the Long Island section of New York City.

Both had been shot half a dozen times. The woman's face bore a number of bullet wounds. She had apparently been beautiful. Each of the victims was about thirty years old. Their pockets were empty, and every possible means of identification had been removed from the clothing except the manufacturer's mark on the neckband of the man's shirt and the initials "S.G." in his hat, which apparently had been overlooked.

Hat Traced.

The hat was traced to a dealer in the neighbouring town of Corona, who was unable to identify the purchaser. The woman's finger bore a white mark showing where a ring had been removed. The scene of the murder was a lonely place near Hempstead Turnpike. A bungalow was on the building site where the bodies were found. It was empty, but was apparently used as a bootleggers' still. Ten barrels of wine and fruit-mash were in the cellar. There was nothing else in the bungalow, whose proprietor, Salvatore Esposito, owns Hempstead Turnpike Restaurant, two miles away. He denied knowledge of the crime or of the presence of wine in the bungalow.

Police believe that the couple used the deserted bungalow as a rendezvous, and that they were surprised—apparently by two people—because the bullets were of different calibres. It is also believed that a woman may have been one of the murderers, because the dead woman's face was mutilated, as though in jealous feminine revenge.

It is thought that the couple, on being surprised, ran from the bungalow, were overtaken and shot to death in a furious fusillade. Their finger nails were carefully manicured. The woman wore a costly brown satin dress, brown silk stockings, brown silk lingerie, and brown shoes and hat.

Repeated Firing.

Mrs. Alfred Averell, who lives in a house two hundred yards away, told the police that she heard repeated firing, which lasted a couple of minutes, at 3 a.m. yesterday. She peered from her window, but saw nothing, and returned to bed, thinking it might have been the noise of a motor-car backing. The police are not understanding how those concerned in the tragedy reached the bungalow. The shoes of the murdered couple were clean, showing no such signs of dirt or mud as might have appeared if they had walked, but there was no trace of motor-car wheels anywhere.

A further mystery is that there have been no reports to the police of any missing persons remotely resembling the dead couple. It is recalled that the Hall-Mills double murder occurred on the outskirts of a small district off the main highway, near New Brunswick, suitable for clandestine meetings. The scenes of the two double love murders are about fifty miles apart.

The murder of the Rev. Edward Hall, rector of New Brunswick (New Jersey), and Mrs. Eleanor Mills, a member of his choir, in September 1922, caused a great sensation. The rector's widow was accused of the crime four years later, but was acquitted at her trial.

GIRL "ADOPTED" BY THE QUEEN.

LUCK OF SEVEN-YEAR-OLD IVY.

A dark-haired, bright-eyed girl aged seven has been selected by the Queen as her protégée under the adoption scheme carried on at the Princess Mary Village Homes, Addlestone.

The new protégée's name is Ivy, and she is one among a hundred other girls at the homes who are adopted during their stay there.

Particulars of several little girls were sent to Queen Mary. They included:

The type of child.

Personality.

Probable attainments.

Details of home life.

The Queen studied these particulars, and chose the girl who for three years has enjoyed the special patronage of the Queen, has now left to be trained as a hospital nurse, and has received a leather bag from the Queen as a parting gift.

Ivy is quite unspoiled. Her adoption by the Queen has not turned her head, and she is now engaged with other children in dressing dolls which were sent to the homes by the Queen for distribution among the less fortunate children in London hospitals.

INVISIBLE CLOUD OF DEATH.

DOUBLE TRAGEDY OF ANTHRACITE FUMES.

FIRST CASE FOR 30 YEARS.

Hastings, December 21st.—Definite proof was secured to-day, says the *Daily Express*, that poisoning from the fumes of burning anthracite coal caused the deaths of the two young maid-servants whose bodies were found in the top-story bedroom of a large private house at St. Leonards-on-Sea.

The two girls, Louisa Breeds, of Ashford, Kent, and Evelyn Hollands, from the Isle of Grain, near Rochester, were sleeping in a room with the window fast closed and the chimney blocked with a paper screen. The anthracite stove was in the hall of the house, two floors below, but the chimney pipe from the stove linked up with the brick chimney from the maids' room against the roof of the house.

Result Of Analysis. An analysis made by Dr. A. H. Huckle, a Hastings pathologist, gave a clear reaction of carbon monoxide in the blood of the dead girls.

Dr. Huckle will give that evidence at the inquest to-morrow, expressing the opinion that death was brought about by the heavy fumes from the anthracite stove forced by a down draught into the chimney connecting with the maids' room, and slowly percolating into the room until the colourless, odourless cloud reached the level of the pillows and overcame them. They died painlessly in their sleep from the effects of this deadly anaesthetic.

No similar tragedy has occurred in this country within the past fifty years, according to the records searched by Detective Inspector Milton, of the local police. There have, however, been similar cases abroad.

Care Necessary. "The unfortunate death of these two servant girls," said an official of the Hastings Town Council, "emphasises the immense amount of care which must be taken when an anthracite stove is installed in any house. Only by a unique combination of weather and atmospheric conditions could the fumes from the stove be driven down into the bedroom."

"It could not in any way reproduce those conditions by our tests and experiments with smoke bombs the next day."

"It must be borne in mind that the fumes from anthracite constitute the most dangerous and quickest form of coal gas poisoning."

VESSELS EXPECTED.

Java-China-Japan Line.

Tjikarang, to-day.
Tjileboet, Jan. 23rd.
Tjissaroca, Jan. 30th.
Tjissaroca, Jan. 26th.
Tjitaroen, Feb. 11th.

Nippon Yusen Kaisha.

Lyons Maru, to-day.
Mishima Maru, to-morrow.
Akiha Maru, Jan. 20th.
Fushimi Maru, Jan. 20th.
Durban Maru, Jan. 21st.
Tokushima Maru, Jan. 21st.
Aki Maru, Jan. 22nd.
Kashima Maru, Jan. 25th.
Tatsuno Maru, Jan. 28th.
Anyo Maru, Jan. 27th.
Bingo Maru, Jan. 27th.
Hakodate Maru, Jan. 27th.
Tottori Maru, Jan. 27th.
Bengal Maru, Jan. 29th.
Ceylon Maru, Jan. 29th.
Koyei Maru, Jan. 30th.
Atago Maru, Feb. 1st.
Korea Maru, Feb. 4th.
Tama Maru, Feb. 8th.
Siberia Maru, Feb. 11th.

Norddeutscher Lloyd, Bremen.

Lahn, Jan. 23rd.
Remscheid, Jan. 23rd.
Duisburg, Feb. 10th.
Goettingen, Feb. 23th.
Saarbrücken, March 13th.

Peninsular and Oriental.

Kashgar, Jan. 18th.
Kalyan, Jan. 18th.
Allipore, Jan. 24th.
Padua, Jan. 24th.
Macedonia, Feb. 1st.
Morca, Feb. 2nd.
Kiddorpoore, Feb. 7th.
Khiva, Feb. 15th.
Malwa, March 1st.
Nagpore, March 3rd.
Khyber, March 7th.
Nalderna, March 15th.
Karmala, March 21st.
Lahore, March 24th.
Mantua, March 28th.
Jeypore, April 11th.
Kashmir, April 11th.

Princes Line.

Javanese Prince, Jan. 26th.
Japanese Prince, Feb. 21st.

Swedish East Asiatic Co., Ltd.

Nippon, Jan. 31st.
Ceylon, Feb. 8th.

With Wilhelmsson, Oslo.

Norwegian Africa and Australia Line.
Thalatta, Jan. 20th.
Tennessee, Jan. 30th.
Taiwan, Feb. 28th.
Teneriffa, March 28th.

SHIPPING MOVEMENTS.

The R.M.S. Empress of Russia arrived at Kobe yesterday at 8.30 a.m. and left at 6 p.m. She is due at Yokohama to-day at 2 p.m. and leaves to-morrow at 3 p.m.

The F. & O. s.s. Kashmir, from Hong Kong, arrived at Marseilles on January 14th at 7.30 a.m.

NAVAL LIEUTENANT'S DEATH.

SHOT WHILE OILING A RIFLE.

FIRST CASE FOR 30 YEARS.

Lieutenant B. W. Schumaker, U.S. Navy, stationed at the Cavite Navy Yard, died at Canacao Naval Hospital as a result of accidental shooting at his quarters. Lieutenant Schumaker had received orders to return to the United States on the army transport Grant, sailing from Manila on January 16th. Preparatory to packing their household effects, Lieutenant and Mrs. Schumaker had been oiling various metal possessions.

Upon completing the oiling of her sewing machine, Mrs. Schumaker retired, leaving Lieut. Schumaker oiling a rifle. A few moments later a shot rang out and, upon investigation, Lieutenant Schumaker was found badly wounded.

He was rushed to the Canacao Naval Hospital where he died next morning.

Lieutenant Schumaker has been on duty at the Supply Department at Cavite for about a year. He leaves a widow and a 12-year-old son.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM UNITED KINGDOM VIA SINGAPORE.

CONSIGNEES per Co.'s Vessel "NINGHOW".

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 15th January. Optional Cargo will not be landed here, unless Notice has been given prior to Yessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 21st January, will be subject to Rent.

All Claims against the Vessel must be presented to the Underigned on or before the 4th February, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents. [7242]

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "SPHINX".

ARRIVED HONG KONG ON 15th JANUARY, 1929.

FROM MARSEILLES, &c.

CONSIGNEES of Cargo by the above named Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery can be obtained as the Goods are landed.

Goods not cleared within 7 days including date of arrival, will be subject to Rent.

All Claims must be sent to the Underigned before Thursday, the 24th January, 1929, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard & Douglas at 10 a.m. on Monday, the 21st January, 1929.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

L. LESDORS, Agent.

Hong Kong, 15th Jan., 1929. [7241]

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship "EMIL KIBDORF".

Having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th January, 1929, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 16th January, 1929, at 10 a.m. by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 20th January, 1929, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be counter-signed by the Underigned.

JESEN & CO., Agents.

Hong Kong, 10th Jan., 1929. [7222]

President Liner SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles	To Seattle and Victoria
The Sunnyside via Honolulu	The Short, Straight Route to America
Fortnightly sailings on Tuesdays	Fortnightly sailings on Tuesdays
Pres. Grant.....Tues. Jan. 29th	Pres. Jefferson.....Tues. Jan. 22nd, 7 a.m.
Pres. Cleveland.....Tues. Feb. 19th	Pres. Lincoln.....Tues. Feb. 19th
Pres. Pierce.....Tues. Feb. 26th	Pres. Madison.....Tues. Feb. 19th
Pres. Taft.....Tues. Mar. 12th	Pres. Jackson.....Tues. Mar. 5th

\$120, \$112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of all lines across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Spain, Colombia, Suez Canal, Alexandria, India, Ceylon, Mauritius, New York and Boston.

Pres. Hayes.....Sun. Jan. 27, 8 a.m.	Pres. Garfield.....Sun. Mar. 10, 8 a.m.
Pres. Polk.....Sun. Feb. 10, 8 a.m.	Pres. Harrison.....Sun. Mar. 24, 8 a.m.
Pres. Adams.....Sun. Feb. 24, 8 a.m.	Pres. Monroe.....Sun. Apr. 7, 8 a.m.

To Manila

Pres. Grant.....Jan. 18th, 6 p.m.	Pres. Madison.....Feb. 12th, 6 p.m.
Pres. Lincoln.....Jan. 29th, 6 p.m.	Pres. Pierce.....Feb. 16th, 6 p.m.
Pres. Cleveland.....Feb. 2nd, 6 p.m.	Pres. Jackson.....Feb. 26th, 6 p.m.

For Bookings, Passenger and Freight Information apply to

PEDDER BUILDING, Ground Floor.

Telephone Central 2477, 2478 and 795

Cable Address "Dollar"

CANTON BRANCH—4, SHA KAI STREET.

American Mail Line and Dollar Steamship Line

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M.S. "S I A M"

loading on or about

20th January

For

PORT SAID, ANTWERP, ROTTERDAM, AMSTERDAM.

HAMBURG, COPENHAGEN AND OTHER

SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS:—	SHANGHAI, ETC.	CONTINENT, ETC.
M.V. "Danmark".....	26th Jan.	15th Feb.
M.V. "Java".....	11th Feb.	7th Mar.
M.V. "Australia".....	23rd Feb.	24th Mar.
M.V. "Chile".....		5th April

Optional Bills of Lading issued to United Kingdom Ports.

For further particulars, please apply to:—

JOHN MANNERS & CO., LTD.

MERCANTILE BANK BUILDING,

Telephone C. 4072. Agents.

Acc't.

[41]

BRITISH INDIA S.S. CO., LTD.

FROM CALCUTTA, BANGGON, PENANG AND SINGAPORE.

THE Steamship "TILAWA".

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery can be obtained.

All Goods remaining undelivered after the 21st January, 1929, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG, PAKHOI & HAIPHONG	"TEAN"	On 16th Jan.	10 a.m.
SWATOW & SHANGHAI	"HUPHE"	On 16th Jan.	3 p.m.
AMOI & SHANGHAI	"CHUNYAN"	On 17th Jan.	10 a.m.
HONGKONG, SINGAPORE & BANGKOK	"CHUNKIANG"	On 17th Jan.	5 p.m.
AMOI, SWATOW & SINGAPORE	"KUNGHOW"	On 18th Jan.	11 a.m.
SWATOW, SHANGHAI & TIENTSIN	"ANTUNG"	On 18th Jan.	8 a.m.
SWATOW & BANGKOK	"SINGAPORE"	On 20th Jan.	8 a.m.
SWATOW & SHANGHAI	"YINGKOW"	On 20th Jan.	8 a.m.
SWATOW & SHANGHAI	"KAYING"	On 20th Jan.	11 a.m.
SWATOW & SHANGHAI	"SUNNING"	On 22nd Jan.	3 p.m.
SWATOW & SHANGHAI	"YUNNAN"	On 23rd Jan.	3 p.m.
SWATOW & SHANGHAI	"LINAN"	On 24th Jan.	8 a.m.
SWATOW & SINGAPORE	"KWANGTUNG"	On 24th Jan.	11 a.m.
AMOI & SHANGHAI	"ORIENTAL"	On 24th Jan.	3 p.m.
AMOI, SWATOW & SINGAPORE	"ANKING"	On 25th Jan.	8 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SUIKING"	On 27th Jan.	8 a.m.
SWATOW & BANGKOK	"LUOWOW"	On 27th Jan.	8 a.m.
SWATOW & SHANGHAI	"KWANGCHOW"	On 27th Jan.	11 a.m.
WATWAI, CHONG & TIENTSIN	"HUIKOW"	On 28th Feb.	4 p.m.
WATWAI, CHONG & TIENTSIN	"KUBICKOW"	On 19th Feb.	4 p.m.

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to—**BUTTERFIELD & SWIRE**, Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"
 These New Vessels maintain a regular service from
HONGKONG TO AUSTRALIAN PORTS
 Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports
 Steamers & Motor Vessels to-date First & Second Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

STEAMERS	Days from Hong Kong	Days to Sydney
CHANGTE ...	8th February	15th February
TAIPING ...	15th March	15th March
CHANGTE ...	29th April	16th April

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NEW YORK, BOSTON AND BALTIMORE

JOINT SERVICE OF THE
"BLUE FUNNEL LINE"
 OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.
 AND
AMERICAN & MANCHURIAN LINE
 (ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hong Kong.

S.S. "AUTOLYCHUS"	...	8th February
S.S. "LAOMEUON"	...	5th April

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to Change without Notice.

For Freight and Particulars, apply to—**BUTTERFIELD & SWIRE, or THE BANK LINE LTD., HONG KONG**

PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS

TO BOSTON

AND

NEW YORK

M.V. "JAVANESE PRINCE" ... 29th January
 M.V. "JAPANESE PRINCE" ... 21st February

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

Telephone: Central 3165 (Incorporated in Great Britain)
 Telegrams: Furprince King's Building.



FRENCH-MAIL STEAMERS

Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.	To Yokohama via Shanghai and Kobe.
D'ARTAGNAN ... 29th Jan.	G. METZINGER ... 27th Jan.
SPHINX ... 12th Feb.	COMPIEGNE ... 12th Feb.
G. METZINGER ... 18th Feb.	ANDRE LEBON ... 26th Feb.
COMPIEGNE ... 18th Mar.	PORTHOS ... 12th Mar.
ANDRE LEBON ... 26th Mar.	CHENONCEAUX ... 26th Mar.
PORTHOS ... 26th Apr.	ATOS II ... 9th Apr.
CHENONCEAUX ... 23rd Apr.	D'ARTAGNAN ... 23rd Apr.
ATOS II ... 7th May	SPHINX ... 7th May

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transshipment on our Mail Steamers at Port-Said, or D'ARTAGNAN.

For DUNKIRK via PORT-SAID, ORAN, CASABLANCA, HAVRE, ROTTERDAM, (AMSTERDAM).

For Full Particulars, apply to—

Cie. des MESSAGERIES MARITIMES

Telephone: 1, 651 and 740. 3, Queen's Building.

Shipping News Arrivals and Departures, etc.

ARRIVALS.

January 14th.
 Tjikembang, Dutch str., 5,028 tons,
 Capt. P. P. Schattburg, from
 Shanghai and Amoy, in ballast,
 lying at buoy No. A6—J.C.J.L.

January 15th.

Athos, French str., 21,000 tons,
 Capt. Brun, from Shanghai,
 which port she left on January
 15th, with a general cargo, lying
 at Kowloon Wharf.—Messageries
 Maritimes.

Chenan, British str., 1,354 tons,
 Capt. N. Hardie, from Amoy,
 with 115 tons of general cargo,
 lying at buoy No. B12—B. & S.

Chinking, British str., 1,220 tons,
 Capt. C. Stringer, from Swatow,
 with a general cargo, lying at
 buoy No. B37—B. & S.

Chungkong, Chinese str., 447 tons,
 Capt. Kwok Shau, from Tou-
 rane, with 150 tons of general
 cargo, lying at buoy No. C40—
 Yau Lee.

Escocido, Norwegian str., 937 tons,
 Capt. O. Jacobsen, from Bang-
 kok, which port she left on
 January 4th, with a general
 cargo, lying at buoy No. C43—
 K. Larsen & Co.

Hiran, Norwegian str., 1,109 tons,
 Capt. A. Eliassen, from Swa-
 tow, with a general cargo, lying
 at buoy No. C42—Thorsen &
 Co.

Kaying, British str., 1,379 tons,
 Capt. F. A. Lovegrove, from
 Swatow, with a general cargo,
 lying at buoy No. B11—B. & S.

Matsuyama, Japanese str., 3,579
 tons, Capt. Y. Watanabe, from
 Singapore, which port she left
 on January 7th, with 133 tons
 of general cargo, lying at buoy
 No. A1—N.Y.K.

Ningchow, British str., 5,837 tons,
 Capt. H. E. Beales, from Singa-
 pore, which port she left on
 January 8th, with a general
 cargo, lying at Holt's Wharf—
 B. & S.

President Jefferson, American str.,
 8,443 tons, Capt. A. O. Lustie,
 from San Francisco, which port
 she left on December 21st, with
 a general cargo, lying at Kow-
 loon Wharf.—American Mail
 Line.

Prosper, Norwegian str., 1,376 tons,
 Capt. Coyeletsen, from Saigon,
 which port she left on January
 10th, with a general cargo, lying
 at buoy No. C17—Fau Yuen
 Hong.

Shirata, British str., 4,819 tons,
 Capt. E. de G. Diamond, from
 Singapore, which port she left
 on January 9th, with a general
 cargo, lying at buoy No. A52—
 Mackinnon, Mackenzie & Co.

Sphinx, French str., 10,000 tons,
 Capt. C. Angibon, from Saigon,
 which port she left on January
 11th, with rice and general
 cargo, lying at Kowloon Wharf—
 Messageries Maritimes.

Teau, British str., 1,351 tons, Capt.
 E. H. Histed, from Swatow,
 with a general cargo, lying at
 buoy No. B13—B. & S.

Wray Castle, British str., 3,833 tons,
 Capt. H. Layton, from Shang-
 hai, which port she left on
 January 18th, with a general
 cargo, lying at Laichikok.—Dod-
 well & Co.

CLEARANCES.

January 15th.
 Anhui, for Singapore.
 Athos II, for Saigon.
 Chak Sang, for Swatow.
 Chenan, for Canton.
 Cheong Shing, for Tientsin.
 Chinking, for Canton.
 G. G. Piguet, for Port Wallut.
 Haining, for Swatow.
 Hubro, for Khabov.

PASSENGERS.

Arrivals.

The following passengers arrived
 by the President Jefferson, from
 U.S.A. and Shanghai:—For Hong
 Kong: Miss F. M. Atkinson, Miss
 A. I. Atkinson, Mrs. L. Buttrick,
 Miss M. Buttrick, Mr. Geo. Bazz,
 Jr., Mr. Book Hock Ling, Mr. and
 Mrs. Low Chan, Mr. S. Clark, Mrs.
 F. Clark, Miss S. Crosswell, Mr. J.
 E. Crawford, Mr. A. Compton, Mr.
 Wm. H. Childers, Miss M. Cren-
 shaw, Mr. J. O. Curwood, Jr., Mr.
 O. A. Calkins, Mr. Chun Taz Sun,
 Miss de Graffenried, Mrs. A. M.
 Dunbar, Miss D. L. Davidson, Miss
 E. M. Davidson, Mr. J. A. Decker,
 Mr. E. G. Devland, Mr. R. O.
 Dunaway, Mr. G. A. Douglas, Mrs.
 L. Douglas, Mr. R. E. Delay, Mrs.
 H. Drew, Miss D. Drew, Miss C.
 Ertl, Mr. C. Y. Fung, Miss Norma
 Felder, Miss P. J. Frazer, Miss H.
 M. Ford, Mr. E. H. Frazer, Mr.
 B. L. Finlison, Miss Jane George,
 Dr. H. D. Gray, Mrs. M. Greenbie,
 Mr. and Mrs. F. S. E. Gunnell, Mr.
 Hong Wong, Miss R. Henderson,
 Miss E. Horn, Miss M. Harrington,
 Miss N. H. Hubbell, Mr. F. W.
 Jandrey, Mr. E. J. Judd, Mr. and
 Mrs. R. Krauss, Miss T. Keith, Mr.
 Lee Ting, Mr. and Mrs. Lee Fook
 Dec, Mr. J. K. Livingston, Jr., Miss
 V. L. Leigh, Mr. Lin Tze Sing, Miss
 R. Mulford, Miss M. Morrison,
 Miss M. Mickelson, Mr. J. H.
 Marshall, Mr. V. M. Montgomery,
 Mr. A. A. Mueller, Mr. and Mrs.
 J. P. Rowe, Miss M. K. Ross, Mr.
 L. Ross, Mr. J. A. Redfield, Miss
 O. Ritan, Miss M. Radford, Miss
 C. Sibley, Mr. O. Souza, Mr. T. R.
 Scanlon, Miss V. Turner, Mr. A. B.
 Tyrell, Mr. J. K. Vinson, Mr. and
 Mrs. A. C. Weaver, Mr. J. B. Wong,
 Mr. J. L. Youngblood, Mr. T. Y.
 Yang, and Mr. H. L. Yeung.

Among passengers passing through
 on their way to Manila were: Mr.
 and Mrs. Arthur Brent and the
 Misses Brent, Comdr. and Mrs.
 H. V. Bryan, Miss A. Bryan, Capt.
 and Mrs. J. E. Betta, Lieut. J. D.
 Blanchard, Mr. R. F. Clark, Mr.
 B. Cheatham, Mr. Chuan Fok Ming,
 Mr. R. Dy Chanco, Capt. W. T.
 Clement, Mrs. M. C. Clement,
 Masters D. A. and J. C. Clement,
 Mr. L. Everett, Mrs. H. E. Greene,
 Lieut. J. H. Hudnall, Lieut. Healy,
 Master L. M. Healy, Mrs. D. J.
 Healy, Miss M. B. Healy, Miss S.
 James, Mr. and Mrs. Felix Kramer,
 Miss B. E. Kramer, Mr. Kwa Eng
 Lee, Lieut. A. W. Kresler, Mrs. E.
 M. Kresler, Mr. John Lin, Mr. Geo.
 F. Y. Ling, Mr. and Mrs. Geo. L.
 Magee and four children, Miss M.
 Milne, Lieut. E. G. Miller, Mr. and
 Mrs. P. A. Meyer, Mr. and Mrs. L.
 J. McKesson, Mr. and Mrs. John
 H. Pardee, Mrs. S. Richmond, Mrs.
 C. Riviere, Mr. J. J. Rafferty, Mr.
 D. Y. Sin, Mr. and Mrs. F. Steiger-
 wald, Mrs. A. Schroeder, Mr. and
 Mrs. Albino Sycep, Capt. and Mrs.
 L. C. Shepherd and Masters L. C.
 and W. D. Shepherd, Miss Dorothy
 Thrift, and Mrs. Harry White.

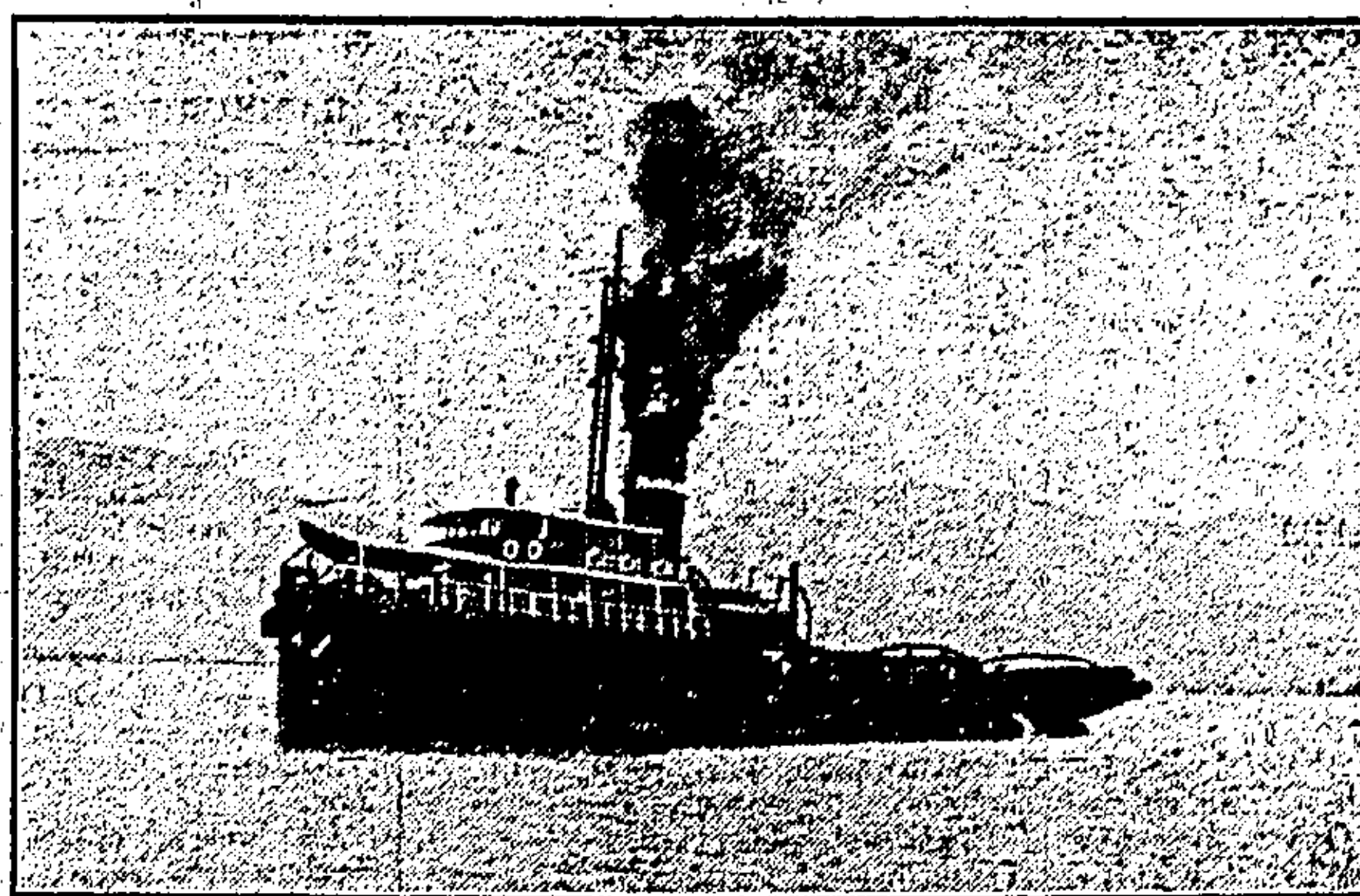
The following passengers arrived
 yesterday by the s.s. Sphinx, from
 Marseilles and ports:—Mr. A. de
 Hazanas, Lieut. C. M. Faure, Lady
 Ch. Chaur, Miss Popham, Mr.
 Avenol, Miss Jauny, Mr. Wou Sao
 Fong, Mr. Bonnet, Mr. P. E. Den-

Kokuryu Maru, for Singapore.
 Ningchow, for Shanghai.
 President Jefferson, for Manila.
 Puriri, for Swatow.
 Sphinx, for Shanghai.
 Teau, for Hainan.
 Tilawa, for Amoy.
 Tjikembang, for Muntok.
 Tjimanek, for Manila.
 Wing Hong, for Hongay.
 Wing Lee, for Kwang Chow Wan.

THE HONG KONG & WHAMPOA DOCK COMPANY, LIMITED.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONG KONG.
 Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;
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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
 Iron, Steel and Brass Founders, Forge Masters, Electricians.



Steel Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hong Kong & Whampoa Dock Co., Ltd., Hong Kong, for their own
 service, 1921. Length 185' E.P., Breadth 34' (m), Depth 17' (m), L.H.P. 2000. Fitted with electrically driven
 submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Works.

Please address enquiries to the Chief Manager.

B. M. DYER, B.Sc., M.I.N.A., Kowloon Dock, Hong Kong

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED

SAILINGS SUBJECT TO ALTERATIONS

To	STEAMSHIP	DATE
TSINGTAU via SWATOW & SHANGHAI	"FOOSHING" "HOPSHANG" "YATSHING" "HANGSANG"	Sun., 20th Jan., at 7 a.m. Wed., 23rd Jan., at 7 a.m. Sun., 27th Jan., at 7 a.m. Wed., 30th Jan., at 7 a.m.
Kobe via KEELUNG & SHANGHAI	"HOSAT"	Sun., 3rd Feb., at 7 a.m.
OSAKA via MOJI & KOBE	"YUENSANG"	Fri., 18th Jan., at 7 a.m.
STRAITS & CALCUTTA	"SUISANG" "FOORSANG"	Satur., 26th Jan., at 3 p.m. Satur., 2nd Feb., at 1 p.m.
SANDAKAN	"HINSANG" "MAUSANG"	Satur., 19th Jan., at Noon Fri., 8th Feb., at 10 a.m.
CANTON	"HOPSHANG"	Wed., 16th Jan., at 9 p.m.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS

Telephone: Central No. 215.

GLEN LINE.

FARE: HONG KONG TO LONDON 232.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "GLENSHANE"	(via Oran)	6th Feb.
Steamship "CARDIGANSHIRE"	(via Oran)	6th March
Motor Vessel "GLENAMORY"	(via Oran)	3rd April
Motor Vessel "GLENARRE"	(via Oran)	1st May

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "CARDIGANSHIRE"	...	23rd Jan.
Motor Vessel "GLENAMORY"	...	11th Feb.
Motor Vessel "GLENARRE"	...	18th Feb.
Motor Vessel "GLENAPP"	...	4th March

For Freight, Passage and further Particulars, apply to

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.



FAR EASTERN PASSENGER & FREIGHT SERVICE.

FARE FROM HONG KONG TO GENOA:
 Cabin class ... £73. Intermediate class ... £48.
 THROUGH BOOKINGS TO LONDON: FARE FROM HONG KONG TO LONDON
 Cabin class ... £80. Intermediate class ... £50.

NEXT SAILINGS TO EUROPE:—

Freight S.S. "Remscheid"	...	departure 23rd Jan.
Freight S.S. "Main"	...	departure 30th Jan.
Pass. S.S. "Trier"	...	departure 2nd Feb.
Freight S.S. "Aahalt"	...	departure 21st Feb.
Pass. S.S. "Derfflinger"	...	departure 9th Mar.
Freight S.S. "Roland"	...	departure 19th Mar.

Passenger steamers sailing via Manila and Ports to Genoa,
 Rotterdam, Hamburg and Bremen.
 Freight steamers sailing via Singapore and Ports to Marseilles,
 Rotterdam, Hamburg and Bremen.

Through Bills of Lading issued to all parts of the world.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & NORTH CHINA (Passenger steamers)

FARE FROM HONG KONG TO SHANGHAI:

Cabin class	...	£75.00.
Intermediate class	...	£45.00.
Freight S.S. "Lahn"	...	due here 23rd Jan.
Freight S.S. "Derfflinger"	...	due here 10th Feb.
Freight S.S. "Goettingen"	...	due here 21st Feb.
Pass. S.S. "SAARBUECKEN"	...	due here 13th Mar.
Freight S.S. "Trave"	...	due here 23rd Mar.
Pass. S.S. "COLENZ"	...	due here 10th April

MELCHERS & CO.,

AGENTS, HONG KONG.

Telephone C. 6378. 3, Chester Road. Queen's Building.

DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.

SWATOW, AMOI & FOCHOW

AND RETURN

(Occupying 8 to 9 Days)

HAINING	...	Friday, the 18th Jan., at 3 p.m.
HAIYANG	...	Tuesday, the 22nd Jan., at 1 p.m.

Arrivals and Departures from the Company's Wharf (near "Black Tin")
 Round Trip Tickets will be issued from Hong Kong to Fochow
 (Pagoda Anchorage) or vice-versa and Return by the same Steamer at
 the Reduced Rate of \$60.00 including Meals while the Steamer is in Port.
 For Freight and Passage apply to—

DOUGLAS LAPRAKE & CO.,

General Managers.

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC
TO VICTORIA AND VANCOUVER

17 Days Hong Kong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

SAILINGS 1929.

Steamers	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF ASIA	Jan. 23	Jan. 26	Jan. 29	Jan. 31	Feb. 9
EMPERESS OF FRANCE	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 2
EMPERESS OF RUSSIA	Mar. 8	Mar. 11	Mar. 14	Mar. 16	Mar. 23
EMPERESS OF ASIA	Mar. 20	Mar. 23	Mar. 26	Mar. 28	Apr. 6
EMPERESS OF FRANCE	Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
EMPERESS OF RUSSIA	May 1	May 4	May 7	May 9	May 18
EMPERESS OF ASIA	May 15	May 18	May 21	May 23	June 1
EMPERESS OF FRANCE	June 5	June 8	June 11	June 13	June 23
EMPERESS OF RUSSIA	June 19	June 22	June 25	June 27	July 7
EMPERESS OF ASIA	July 3	July 6	July 9	July 11	July 20
EMPERESS OF FRANCE	July 17	July 20	July 23	July 25	Aug. 4
EMPERESS OF RUSSIA	Aug. 1	Aug. 4	Aug. 7	Aug. 9	Aug. 18

E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.

Connecting Canadian Pacific Atlantic sailings from Montreal and Quebec
every few days to Liverpool, Southampton, Glasgow,
Antwerp, Cherbourg and Hamburg.

HONG KONG-MANILA SERVICE

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
Feb. 23	Feb. 24	EMPERESS OF RUSSIA	Mar. 1
Mar. 3	Mar. 10	EMPERESS OF ASIA	Mar. 15

CANADIAN PACIFIC EXPRESS

TRAVELLERS' CHEQUES
PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

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Freight and Express: Tel. C. 42. Cables: "NAUTILUS"

N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
2150, 2114, 2110, 2102, 2331, via SAN FRANCISCO,
63440, 63439 via JAPAN and SEATTLE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TEIKO MARU ... Wednesday, 23rd Jan.

KOBAYASHI MARU ... Wednesday, 23rd Jan.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM,

via Singapore, Penang, Colombo & Suez.

KASHIMA MARU ... Saturday, 26th Jan.

MAKINO MARU ... Saturday, 26th Jan.

SUWA MARU ... Saturday, 26th Jan.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 23rd Jan.

MISHIMA MARU ... Wednesday, 23rd Jan.

BOMBAY via Singapore, Penang & Colombo.

HAKODATE MARU ... Monday, 25th Jan.

ROYAL MARU ... Thursday, 31st Jan.

SOUTH AMERICA (West Coast) via Japan, Honolulu,

Los Angeles, Mexico and Panama.

ANYO MARU ... Friday, 1st Feb.

SOUTH AMERICA (East Coast) via Singapore, Cape

Town & Ports.

BINGO MARU ... Monday, 28th Jan.

NEW YORK via PANAMA.

TATSUNO MARU ... Sunday, 27th Jan.

ATAGO MARU ... Saturday, 2nd Feb.

LIVERPOOL via Port Said, Genoa & Marseilles.

DURBAN MARU ... Sunday, 20th Jan.

CALEDONIA via Singapore, Penang & Rangoon.

TOKUSHIMA MARU ... Tuesday, 22nd Jan.

BENGAL MARU ... Wednesday, 30th Jan.

SHANGHAI, KOBE & YOKOHAMA.

MISHIMA MARU (Nagasaki direct) ... Friday, 18th Jan.

LYONS MARU ... Saturday, 19th Jan.

AKITA MARU (Kobe direct) ... Saturday, 19th Jan.

FUSHIMI MARU ... Monday, 21st Jan.

Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information, apply to:

NIPPON YUSEN KAISHA.

Telephone: Central No. 292 (Private exchanges to all Dept's.).

KONINKLYKE PAKETVAART

MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN OVERSTRATEN"

Due to sail to SINGAPORE, BELAWAN, DELI and

PENANG, on 17th January, 1929, at Noon.

Offers excellent Saloon accommodation.

All lower berths. Doctor carried.

English cuisine. Wireless telegraph.

1st Class Fare to Singapore—\$125.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)

Service to a destinations in the Netherlands East Indies

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Agents:—

JAVA-CHINA-JAPAN-LIJN.

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Shipping News

Daily Statement, Waterfront News.
Vessels, Expected, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS SHOW BIG DECREASE.

THROUGH CARGO REMAINS GOOD.

The general cargo returns for the 24 hours ended at 9 a.m. yesterday showed a heavy decrease for local imports but through freights remained good. British and Japanese vessels were heaviest cargo carriers for Hong Kong and through ports respectively. Nine arrivals and eleven departures were shown of which three arrivals and four departures were British.

Imports from eight vessels amounted to 8,719 tons. Two British ships discharged 4,113 tons of which the s.s. Apocry (British) was heaviest cargo carrier for this port with 4,000 tons of coal from Port Kaituma. The s.s. President Jefferson (American) was next best with 2,985 tons of general merchandise from U.S.A. and Shanghai.

Through freights amounted to 17,283 tons of which 370 tons were contributed by the only British carrier the s.s. Chinan from Shanghai and Amoy. The two best returns were by the s.s. Makurya Maru (Japanese) from Copenhagen and Singapore with 7,799 tons of general cargo, and the s.s. President Jefferson (American) with 4,178 tons from U.S.A.

Sixty-four vessels were in port yesterday and the arrivals and departures during the period under review were as follows:

	Arr.	Dep.
British	3	4
Dutch	1	2
Danish	1	0
Japanese	1	2
Chinese	3	0
German	0	1
French	0	1
Norwegian	0	1
	9	11

DETAILS OF FREIGHTS.

Chinan (British) arrived from Shanghai and Amoy with 115 tons of general cargo for Hong Kong, and 370 tons for through ports.

Apocry (British) arrived from Port Kaituma with 4,000 tons of coal for Hong Kong.

President Jefferson (American) arrived from U.S.A. and Shanghai with 2,985 tons of old newspaper, canned fish and general merchandise for Hong Kong and 4,178 tons of canned goods and general cargo for through ports.

Tijkensbaug (Dutch) arrived from Shanghai and Amoy with 755 tons of general cargo for ports beyond this Colony.

Pacific (Danish) arrived from Port Arthur, Tex., U.S.A., and San Pedro, Cal., U.S.A., with 5,983 cases of oil and products for Hong Kong and 10,000 cases for through ports.

Matsuya Maru (Japanese) arrived from Copenhagen and Singapore with 125 tons of general cargo for Hong Kong and 7,982 tons for other ports.

Chingkong (Chinese) arrived from Tourane with 150 tons of general merchandise for this port.

SUNRISE AND SUNSET.

	Sunrise	Sunset
To-day	6.07 a.m.	6.00 p.m.
To-morrow	7.06	6.01
Friday	7.06	6.02

DAILY WATERFRONT NEWS.

S.S. PACIFIC—A NEWCOMER.

BIG CONSIGNMENT OF OIL FOR HONG KONG.

[BY LONGSHOREMAN.]

The s.s. Pacific (Danish) which arrived here from Port Arthur, Texas, U.S.A., and San Pedro, California, U.S.A., with cargoes of oil fuel for Hong Kong and through ports, was making her first visit to the Colony. She is owned by the Overseas Trading Company of Copenhagen, Denmark, for whom Messrs. Dodwell & Company are local agents. The vessel carried 5,083 cases of oil fuel for Hong Kong (about 2,000 tons), and 10,000 cases for through ports. She was built in 1920 at the Njovnhavn Flydk Skibs, at Copenhagen with a net tonnage of 4,159 tons. Her general turbine engines develop 2,500 h.p. Her dimensions are—Length 380 feet, beam 32.5 feet, and depth 24.5 feet. She is specially built for carrying oil fuel. Captain N. Nielsen is in command with a crew of 29 Europeans.

Cargo Of Chemicals On Japanese Steamer.

The s.s. Makurya Maru (Japanese) which arrived here from Copenhagen and Singapore carried 10 casks of zinc dust for Shanghai, and 25 drums of phosphate of soda, 1 cask of varnish, 350 casks of chloride of potash for Yokohama and Kobe. The Master also reports casualties to have occurred on board during the voyage from Rotterdam to Port Said, and from Singapore to Hong Kong.

Darcolia Crew Remain On Board.

The British crew of the s.s. Darcolia who figured in the recent Marine Court case, left with the vessel under her new master Capt. Copper, for Saigon, and were not paid off and repatriated as previously stated. However, the vessel is expected to return to Hong Kong within two or three months time, when it is probable that the crew will be signed off and repatriated. The only change made in the crew was that the Indian members were replaced by Chinese. It is also understood that the money which was wired home for, and has not, up to the time of writing, been paid.

Beacon Installed At Loay River, P.I.

A Notification to Mariners was issued at the Harbour Office yesterday morning gives details of the recently installed beacon at the mouth of Loay River, Philippine Islands, as follows:

The height, are of visibility, and position of the fixed red light (small lens lantern), which was established on the east bank of the mouth of the Loay River, Bohol, are as follows:—Height of light above ground, 31 feet; height of light above mean H.W., 32 feet. Visible over an arc of 125 degrees from N. 58° W. to N. 37° E. Approximate position: Lat. 9.33.03 N. Long. 124.00.30 E.

The notice is issued on the authority of the Government of the Philippines.

Asiatic Deck Passengers.

Four vessels brought 715 Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday.

VESSELS EXPECTED.

American Mail Line.

President Grant, Jan. 18th.

Australian-Oriental Line.

Change, Feb. 8th.

Taiping, March 8th.

Bank Line.

City of Peking, Jan. 27th.

Polio, Feb. 1st.

City of Kharoum, Feb. 24th.

City of Guildford, March 2nd.

Rosier, March 2nd.

Ben Line.

Benalder, to-morrow.

Blue Funnel Line.

Automedon, Jan. 20th.

Tydeus, Jan. 20th.

Anous, Jan. 22nd.

Albany, Jan. 24th.

Dolius, Jan. 25th.

Keenun, Jan. 31st.

Calchas, Feb. 3rd.

Ion, Feb. 8th.

Philostates, Feb. 8th.

Patroclus, Feb. 7th.

Autolycus, Feb. 8th.

Demodocus, Feb. 10th.

Bellerophon, Feb. 20th.

Sarpedon, Feb. 20th.

Euryades, Feb. 24th.

Troilus, Feb. 24th.

Tyndareus, Feb. 24th.

Menelaus, March 3rd.

Achilles, March 3rd.

Agapenor, March 5th.

Antenor, March 7th.

Pericles, March 14th.

Protesilaus, March 19th.

Ajax, March 27th.

Oanfa, March 28th.

Diomed, March 31st.

Pylarchus, April 2nd.

Hector, April 4th.

Laomedon, April 5th.

Asphalion, April 11th.

Euryptilus, April 20th.

Peleus, April 24th.

Dardanus, April 30th.

British India and Apcar Line.

Takliwa, to-day.

Santha, Jan. 27th.

Takada, Jan. 29th.

Talamba, Feb. 6th.

Talma, Feb. 16th.

Canadian Pacific Line.

Empress of Australia, Feb. 13th.

Dollar S.S. Line.

President Hayes, Jan. 26th.

President Lincoln, Jan. 28th.

Eastern and Australian Lines.

Arafura, Jan. 30th.

Talamba, Feb. 4th.

St. Albans, March 4th.

East Asiatic Co., Copenhagen (John Manners & Co., Agents).

Siam, Jan. 30th.

Java, Jan. 28th.

Australian, Feb. 11th.

Danmark, Feb. 15th.

Chile, Feb. 23rd.

Glen Line.

Cardiganshire, Jan. 23rd.

Glenshane, Feb. 6th.

Glenamoy, Feb. 11th.

Glengarry, Feb. 18th.

Glennap, March 4th.

Hamburg Amerika Linie.

Havelland, Jan. 23rd.

Saarland, Jan. 30th.

Havensand, Feb. 6th.

Ermland, Feb. 16th.

Loverkusen, Feb. 29th.

Burgeland, March 16th.

Sauerland, March 30th.

Messageries Maritimes.

General Metzinger, Jan. 27th.

D'Artagnan, Jan. 29th.

Compiegne, Feb. 12th.

Sphinx, Feb. 12th.

Andre Lebon, Feb. 26th.

Portos, March 18th.

Chenonceaux, March 26th.

Athos II, April 9th.

P. & O. British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BUKA, OCEAN, INDIA, PERSIAN, GULF
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,
AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND,
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,
GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL (FORMERLY
DIRECT ROYAL MAIL STEAMERS).
(Under Contract with H.M. Government.)

Steamship	Tons.	Hongkong (about)	Destination
"KALYAN"	9,144	19th Jan., Noon	Mars., Casablanca, L'don. & Hull.
"ALIPPORE"	5,373	24th Jan.	Straits, Colombo & Bombay.
"MORRA"	10,583	2nd Feb.	Bombay, Marseilles and London.
"KIDDERPORE"	5,334	7th Feb.	Straits, Colombo & Bombay.
"KASHGAR"	9,005	18th Feb.	Marseilles, Casablanca, London and Hull.
"MACEDONIA"	11,130	2nd Mar.	Marseilles and London.
"PADUA"	5,907	9th Mar.	Mars., L'don., Awerp, E'din, H'g.
"KHYA"	9,135	16th Mar.	Marseilles, London and Hull.
"KEYBER"	9,114	23rd Mar.	do.
"MALWA"	10,980	30th Mar.	Marseilles & London.
"NADDERA"	10,088	13th Apr.	S'way, Mars., & London.
"KARMALA"	9,128	20th Apr.	Marseilles and London.
"MANTUA"	10,544	27th Apr.	Bombay, Marseilles and London.
"KASHMIR"	9,585	11th May	Marseilles, London and Hull.
"MORRA"	10,583	26th May	Bombay, Marseilles and London.
"KALYAN"	9,144	8th June	Marseilles and London.
"RAJPUTANA"	18,568	22nd June	Bombay, Marseilles & L'don.

